



The City with Spirit

NOTICE OF MEETING

Notice is hereby given that an **Ordinary Council** meeting of the Devonport City Council will be held in the Aberdeen Room, Level 2, paranaple centre, 137 Rooke Street, Devonport on Monday 22 June 2026, commencing at 5:30 PM.

The meeting will be open to the public and live streamed from 5:30 PM on Council's [YouTube channel](#).

QUALIFIED PERSONS

In accordance with section 65 of the *Local Government Act 1993*, I confirm that the reports in this agenda contain advice, information and recommendations given by a person who has the qualifications or experience necessary to give such advice, information or recommendation.

Matthew Atkins
CHIEF EXECUTIVE OFFICER

17 06 2026

July 2026

Meeting	Date	Commencement Time
Ordinary Council	27 July 2026	5:30pm

**AGENDA FOR AN ORDINARY COUNCIL MEETING OF DEVONPORT CITY COUNCIL
HELD ON MONDAY 22 JUNE 2026, IN THE ABERDEEN ROOM, LEVEL 2, paranaple centre, 137
ROOKE STREET, DEVONPORT AT 5:30 PM**

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ACKNOWLEDGEMENT OF COUNTRY

Devonport City Council acknowledges and pays respect to the palawa-pakana people as the traditional and original owners of lutrawita and continuing custodians of this land on which we gather.

We also acknowledge and pay our respects to the Tasmanian Aboriginal elders past and present.

MOMENT OF COMMEMORATION

The Mayor will lead a moment of commemoration to honour former elected member and Deputy Mayor, Alderman Grant Goodwin, who recently passed away.

IN ATTENDANCE

All persons in attendance are advised that it is Council policy to record Council Meetings, in accordance with Council's Digital Recording Policy. The digital recording of this meeting will be made available to the public on Council's website for a minimum period of six months. The meeting will also be live streamed on Council's YouTube channel.

All persons in attendance are to be respectful of and considerate towards other persons attending and participating in the meeting. Any language or conduct that is considered offensive, defamatory or threatening to any person attending or participating in the meeting, or listening to the recording, will not be accepted.

ATTENDEES

		Apology
Chair	Cr A Jarman (Mayor)	
	Cr S Sheehan (Deputy Mayor)	✓
	Cr G Enniss	
	Cr P Hollister	
	Cr S Martin OAM	
	Cr A Moore	
	Cr L Murphy	✓
	Cr D Viney	
	Cr J Wilczynski	

LEGISLATIVE TERMINOLOGY - GENERAL MANAGER

At the Devonport City Council, the title Chief Executive Officer is a term of reference for the General Manager as appointed by Council pursuant to section 61 of the *Local Government Act 1993* (Tas). For the avoidance of doubt, Chief Executive Officer means General Manager for the purposes of the *Local Government Act 1993* (Tas) and all other legislation administered by or concerning Council.

1 APOLOGIES

The following apologies were received for the meeting:

Cr L Murphy	Leave of Absence
Deputy Mayor Cr S Sheehan	Apology

2 DECLARATIONS OF INTEREST

3 PROCEDURAL

3.1 CONFIRMATION OF MINUTES

RECOMMENDATION

That the minutes of the Council meeting held on Monday 25 May 2026 as previously circulated be confirmed.

3.2 PUBLIC QUESTION TIME

PUBLIC QUESTION TIME

Members of the public are invited to ask questions in accordance with Council's Public Question Time Policy (Min No 25/193 refers):

1. Public participation shall take place at Council meetings in accordance with Regulation 36 of the *Local Government (Meeting Procedures) Regulations 2025*.
2. Public participation will be the first agenda item following the formal motions: Apologies, Minutes and Declarations of Interest.
3. Questions without notice will be dependent on available time at the meeting (with a period of 30 minutes set aside at each meeting).
4. A member of the public who wishes to ask a question at the meeting is to state their name and address prior to asking their question.
5. A maximum of 3 questions per person are permitted, and the question must relate to activities of the Council.
6. A maximum period of 5 minutes will be allowed per person.
7. Questions are to be succinct, clear, are not to be a statement, nor contain lengthy preamble.
8. To allow opportunity, where necessary to research answers and limit questions taken on notice, a copy of any questions without notice, where possible, are to be provided by email or in person to Council by 12 noon on the day of the meeting.
9. A question by any member of the public and an answer to that question are not to be debated.
10. Questions without notice and their answers will be recorded in the minutes.
11. The Chairperson may take a question on notice in cases where the questions raised at the meeting require further research or clarification, or where a written response is specifically requested.
12. Protection of parliamentary privilege does not apply to local government and any statements or discussion in the Council Chambers, or any document produced, are subject to the laws of defamation.
13. The Chairperson may refuse to accept a question. If the Chairperson refuses to accept a question, the Chairperson is to give reason for doing so in accordance with the Public Question Time Policy.

3.2.1 RESPONSES TO QUESTIONS RAISED AT PRIOR MEETINGS

Nil

3.2.2 QUESTIONS ON NOTICE FROM THE PUBLIC

Author: **Matthew Atkins, Chief Executive Officer**

RECOMMENDATION

That Council in relation to the correspondence received from Mr Robert "Bob" Vellacott endorse the responses proposed and authorise their release.

MR ROBERT "BOB" VELLACOTT, 11 COCKER PLACE DEVONPORT

A letter containing questions on notice received from Mr Robert "Bob" Vellacott on 11 June 2026 is **reproduced as Attachment 1**.

Preamble In regard to when street parking infringement notices are being issued, Council has admitted that when photos are taken on the mobile devices used by the parking officers, the information stored in the AI system is not always accurate and the officers are required to type into their mobile communication devices each individual vehicle number plate / registration to check the status of payment as to whether or not payment have as been made, or there has been an overstay.

Q1 In regard to the AI program /system

(a) when did council become aware that the AI program was not always accurate or reliable?

And

(b) when will reliable and efficient AI equipment be provided for the parking officers?

Response

Council issues parking infringements using handheld devices, with Parking Officers entering the vehicle registration into the infringement software. AI technology is not used in this process. This enables officers to manually confirm registration details before issuing an infringement notice and placing it on the vehicle windscreen. While the software was updated as part of the new meter installation, the overall process has not changed significantly.

Q2 In regard to parking in the Multi-Level Car Park (MLCP)

(a) when exiting the MLCP the metering/ checking re payment etc. is done completely by AI , please inform if ,the AI system used in the MLCP differs, in as much that it is more accurate, than the AI stored information for street parking?

(b) does the AI equipment used in the MLCP comply with all relevant acts and regulations pertaining to consumer protection including legislation for weights and measures?

(c) since the introduction of the new smart metering system in the MLCP, to 29th May 2026, how many infringement notices have been issued?

Response

The system used in the Multi-Level Car Park operates using fixed cameras, with lighting and other site-specific factors carefully considered to optimise accuracy.

Within the MLCP, vehicle entry and exit data is utilised to determine parking duration and payment status, rather than relying on the manual verification process used for street parking. Council is satisfied that the MLCP system is functioning as intended for this purpose.

Council also confirms that the equipment used in the MLCP is supplied and installed for parking management purposes and complies with relevant legislative and regulatory requirements. A Parking Officer continues to "issue" infringements by reviewing evidence and confirming details prior to any infringement being issued.

The number of infringement notices issued in the MLCP since introduction of the smart metering system to 29 May 2026 is 1952.

ATTACHMENTS

1. Qso N RBV 22 June 2026 Parking AI street and Multi- Level C P To send [3.2.2.1 - 1 page]

3.2.3 QUESTIONS WITHOUT NOTICE FROM THE PUBLIC

3.3 QUESTIONS FROM COUNCILLORS

3.3.1 QUESTIONS ON NOTICE FROM COUNCILLORS

There were no Questions on Notice received from Councillors for the June 2026 Meeting.

3.3.2 QUESTIONS WITHOUT NOTICE FROM COUNCILLORS

Questions without notice may be asked by Councillors, in accordance with Regulation 34 of the *Local Government (Meeting Procedures) Regulations 2025*.

The Regulation provides that a Councillor may ask a question of the Chairperson, another Councillor, or the Chief Executive Officer (General Manager) (Regulation 34(1)).

In asking a question without notice at a meeting, a Councillor must not offer an argument or opinion, or draw any inference or make any imputations, except so far as may be necessary to explain the question (Regulation 34(2)).

The Chairperson must not permit any debate of a question without notice, or its answer (Regulation 34(3)).

The Chairperson, Councillor or Chief Executive Officer (General Manager) who is asked a question without notice at a meeting may decline to answer the question (Regulation 34(4)).

The Chairperson may refuse to accept a question without notice (Regulation 33(3)) - if it is:

- defamatory;
- contains offensive language;
- is unlawful;
- does not relate to the activities of the Council; or
- does not meet the requirements specified in Regulation 33(2).

The Chairperson must give reasons for the refusal (Regulation 33(4)). The Chairperson may require a Councillor to put a question without notice in writing (Regulation 34(5)).

3.4 NOTICES OF MOTION

Nil

4 PLANNING AUTHORITY MATTERS

The Mayor will now announce that Council intends to act as a Planning Authority under Regulation 29 of the *Local Government (Meeting Procedures) Regulations 2025* and the *Land Use Planning and Approvals Act 1993* for the consideration of all reports under Agenda Section 4.

Council is required to deal with items as a Planning Authority under the LUPAA 1993 in a sequential manner.

Reports listed under Agenda Section 4 are to be dealt with at the meeting of Council in its capacity as a Planning Authority.

4.1 PA2025.0198 - 2 & 12 GADSBY STREET STONY RISE - BULKY GOODS (USE AND DEVELOPMENT X 3 AND ASSOCIATED INFRASTRUCTURE)

Author: **Emma Pieniak, Planning Officer**
Endorser: **Kylie Lunson, Executive Manager**

RECOMMENDATION

That the Planning Authority, pursuant to the provisions of the *Tasmanian Planning Scheme – Devonport 2020* and section 57 of the *Land Use Planning and Approvals Act 1993*, approve application PA2025.0198 and grant a Permit to use and develop land identified as 2 Gadsby Street & 12 Gadsby Street, Stony Rise for the following purposes:

- Bulky Goods (use and development x3 and associated infrastructure)

Subject to the following conditions:

1. The Use and Development is to proceed generally in accordance with the endorsed plans referenced as Proposed Development, job no. 5385, by Leffler Simes Architects, copies of which are attached and endorsed as documents forming part of this Planning Permit.
2. A landscape plan showing all planting including type, number, species, and mature size is to be submitted. This plan is to be approved by the Development Services Manager and endorsed as a document forming part of this Planning Permit, prior to any applications under the *Building Act 2016*.

ONGOING OPERATION

3. The use must operate within the following hours:
 - a. 7.00am to 9.00pm Monday to Saturday; and
 - b. 8.00am to 9.00pm Sunday and public holidays.
4. External lighting must not operate within the hours of 11.00pm to 6.00am, excluding any security lighting. If for security, lighting must be baffled so that direct light does not extend into the adjoining property in the General Residential zone.
5. Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, must be within the hours of:
 - a. 7.00am to 9.00pm Monday to Saturday; and
 - b. 8.00am to 9.00pm Sunday and public holidays.

MINOR WORKS TO COUNCIL ASSETS (MANHOLES)

6. Where required as part of the civil works to alter the surface level of Council owned manholes, the developer must engage a suitably experienced contractor to undertake the works.
7. All works must be carried out to Council standards and in accordance with the IPWEA-LGAT Tasmanian Standard Drawings. The final level must be flush with any adjacent surfaces including concrete or asphalt roadways, parking areas or footpaths. Prior to fixing the finished level and placing any concrete, asphalt or similar, the developer must request a joint inspection with Council's Engineering and Development Officer (or their delegate).
8. Upon completion of the works to the manholes, an "as constructed" plan must be

provided in accordance with Council's standard requirements for as constructed drawings.

DAMAGE TO COUNCIL INFRASTRUCTURE

9. The developer is liable for all costs associated with the repair of damage to Council infrastructure and assets resulting from non-compliance with the conditions of the Planning Permit and any by-law or legislation relevant to the development activity on the site.
10. Damage may also include the undertaking of unauthorised works to Council infrastructure such as driveways, footpaths and stormwater infrastructure. The developer may also be liable for all reasonable costs associated with the enforcement of compliance with the conditions, by-laws and legislation relevant to the development activity on the site.

ROAD VERGE – NATURE STRIP

11. Prior to the commencement of the use of the development the applicant must reinstate the existing road verge in accordance with IPWEA-LGAT Tasmanian Standard Drawing SD-RF04.

STORMWATER CONNECTION

12. All stormwater collected from this work is to be directed into the existing property stormwater pipe in accordance with the National Construction Code.
13. Long sections and design calculations prepared by a suitably qualified engineer are to be provided to Council for approval with any subsequent applications under the *Building Act 2016*.
14. Stormwater discharge from the proposed development is to be hydraulically detailed and designed by a suitably qualified hydraulic engineer for all storm events up to and including a 20-year Average Recurrence Interval (ARI), and for a suitable range of storm durations to identify peak discharge flows.
15. The design is to limit stormwater discharge from the proposed development, by utilising a combination of pipe sizing and/or on-site detention, to that equivalent to only 80% of the development site being impervious. There is to be no uncontrolled overland flow discharge from the proposed development to any of the adjoining properties, for any storm events up to and including 100 year ARI. All design calculations are to be submitted for approval by the Engineering and Development Officer (or their delegate) prior to lodgement of any subsequent applications made under the *Building Act 2016*.
16. Subject to the above, and as part of any subsequent plumbing permit application, the proposed development is to have a suitably sized stormwater connection generally in accordance with the Tasmanian Standard Drawings. The size and location of the proposed stormwater connection is to be designed by a suitably qualified hydraulic engineer.

CARPARKING CONSTRUCTION AND MAINTENANCE

17. Before the use commences, areas set aside for parking vehicles and access lanes as shown on the endorsed plans must:
 - a. be properly constructed to such levels that they can be used in accordance with the plans;
 - b. be surfaced with an impervious all weather seal;
 - c. be adequately drained to prevent stormwater being discharged to neighbouring property; and

- d. be line-marked or otherwise delineated to indicate each car space and access lanes.

- 18. Parking areas and access lanes must be kept available for these purposes at all times and maintained for the life of the development.
- 19. Any plans submitted for subsequent applications under the *Building Act 2016* must show external lighting to illuminate external vehicle parking areas and pathways.

PERMIT TO INSTALL OR ALTER VEHICULAR CROSSING IN ROAD RESERVE

- 20. No works to install, remove or modify a vehicular crossing, are to be undertaken without the issue of a Permit for such works. Modification of a vehicular crossing includes any widening of the kerb layback or the driveway apron, in any form whatsoever.
- 21. All new works must be constructed to Council standards, specifically either Type KCR & B1 (Heavy Vehicles) In-situ poured reinforced or extruded on reinforced base as shown on TSD-R16, and include all necessary alterations to other services including lowering/raising pit levels, upgrading non trafficable trenches to a trafficable standard and/or relocation of services.
- 22. Permission to alter such services must be obtained from the relevant authority (e.g. TasWater, Telstra and TasNetworks etc.). Where applicable, any redundant crossovers and driveways must be removed once the new driveway and/or crossover works have been completed and use has commenced.
- 23. The construction of the new crossover and driveway and removal of the unused crossover and driveway will be at the applicant's expense.
- 24. A permit to work within the road reserve must be sought and granted prior to any works being undertaken within the road reserve.
- 25. There is to be no uncontrolled overland flow of stormwater from the proposed development to any of the adjoining properties.

SOIL AND WATER MANAGEMENT

- 26. Prior to the commencement of the development works the applicant must install all necessary silt fences and cut-off drains to prevent the soil, gravel and other debris from escaping the site. Additional works may be required on complex sites.
- 27. No material or debris is to be transported onto the road reserve (including the nature strip, footpath and road pavement). Any material that is deposited on the road reserve as a result of the development activity is to be removed by the applicant. The silt fencing, cut off drains and other works to minimise erosion are to be maintained on the site until such time as the site has revegetated sufficiently to mitigate erosion and sediment transport.
- 28. Plumbing work must not be carried out over, or within, the service easement unless written consent has first been obtained from the benefitting party to the easement, in accordance with section 42 of the *Building Regulations 2016*.

OTHER CONDITIONS

- 29. The illuminated signs must not:
 - a. cause an unreasonable loss of amenity to nearby properties in regard to the intensity of the lighting; or
 - b. create the effect of flashing, animation or movement.

30. No additional signage shall be located on site without further planning permission.
31. The developer is to comply with the conditions specified in the Submission to Planning Authority Notice which TasWater has required to be included in the planning permit pursuant to section 56P(1) of the *Water and Sewerage Industry Act 2008*. A copy of this notice is attached.

Note: The following is provided for information purposes.

The development is to comply with the requirements of the current National Construction Code. The developer is to obtain the necessary building and plumbing approvals and provide the required notifications in accordance with the *Building Act 2016* prior to commencing building or plumbing work.

Hours of Construction shall be: Monday to Friday Between 7am - 6pm, Saturday between 9am - 6pm and Sunday and statutory holidays 10am - 6pm.

During the construction or use of these facilities all measures are to be taken to prevent nuisance. Air, noise and water pollution matters are subject to provisions of the *Building Regulations 2016* or the *Environmental Management and Pollution Control Act 1994*.

The new driveway is to remain 3 metres away from the TasNetworks Turret.

It is recommended the owner/developer contact TasNetworks' Early Engagement team at early.engagement@tasnetworks.com.au at their earliest convenience.

Any Strata Scheme is to be in accordance with Council's Strata Scheme Policy.

In regard to condition 31 the applicant/developer should contact TasWater – Ph 136992 with any enquiries.

In regard to conditions 6-28 the applicant should contact Council's Infrastructure & Works Department – Ph 6424 0511 with any enquiries.

Enquiries regarding other conditions can be directed to Council's Development Services Department – Ph 6424 0511.

RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

2.1 Council's Planning Scheme facilitates appropriate property use and development

SUMMARY

The purpose of this report is to enable Council, acting as a Planning Authority to make a decision regarding planning application PA2025.0198.

BACKGROUND

Planning Instrument:	<i>Tasmanian Planning Scheme – Devonport 2020</i>
Address:	2 & 12 Gadsby Street, Stony Rise
Applicant:	6ty° Pty Ltd
Owner:	Best Street Investments Pty Ltd
Proposal:	Bulky Goods (use and development x3 and associated infrastructure)
Existing Use:	Vacant
Zoning:	Commercial – General Residential – Devonport Regional Homemaker Centre and Stony Rise Village SAP
Decision Due:	22/06/2026

SITE DESCRIPTION

The subject site comprises two lots identified as 2 Gadsby Street, a 9775m² parcel on the corner of Friend and Gadsby Streets, and 12 Gadsby Street, a 496m² parcel which adjoins the south-western portion of 2 Gadsby Street. The site is located within the southern portion of the Homemaker Centre and has a steep drop in finished surface level between the service road which borders the northern part of 2 Gadsby Street. Properties located to the west comprise a recently established residential subdivision. The subject site and surrounding development are illustrated in Figure 1.



Figure 1 – Aerial view (DCC GIS)

APPLICATION DETAILS

The applicant is seeking approval to construct a bulky goods retail complex comprising three tenancies, signage, associated retaining walls, landscaping and parking surface within 2 Gadsby Street. The proposed development will be provided vehicle access and infrastructure over 12 Gadsby Street. The proposed development is illustrated in Figures 2 - 5 while a full copy of the application is appended to this report as **Attachment 1**.

4.1 PA2025.0198 - 2 & 12 Gadsby Street Stony Rise - Bulky Goods (use and development x 3 and associated infrastructure)



Figure 2 – Site plan

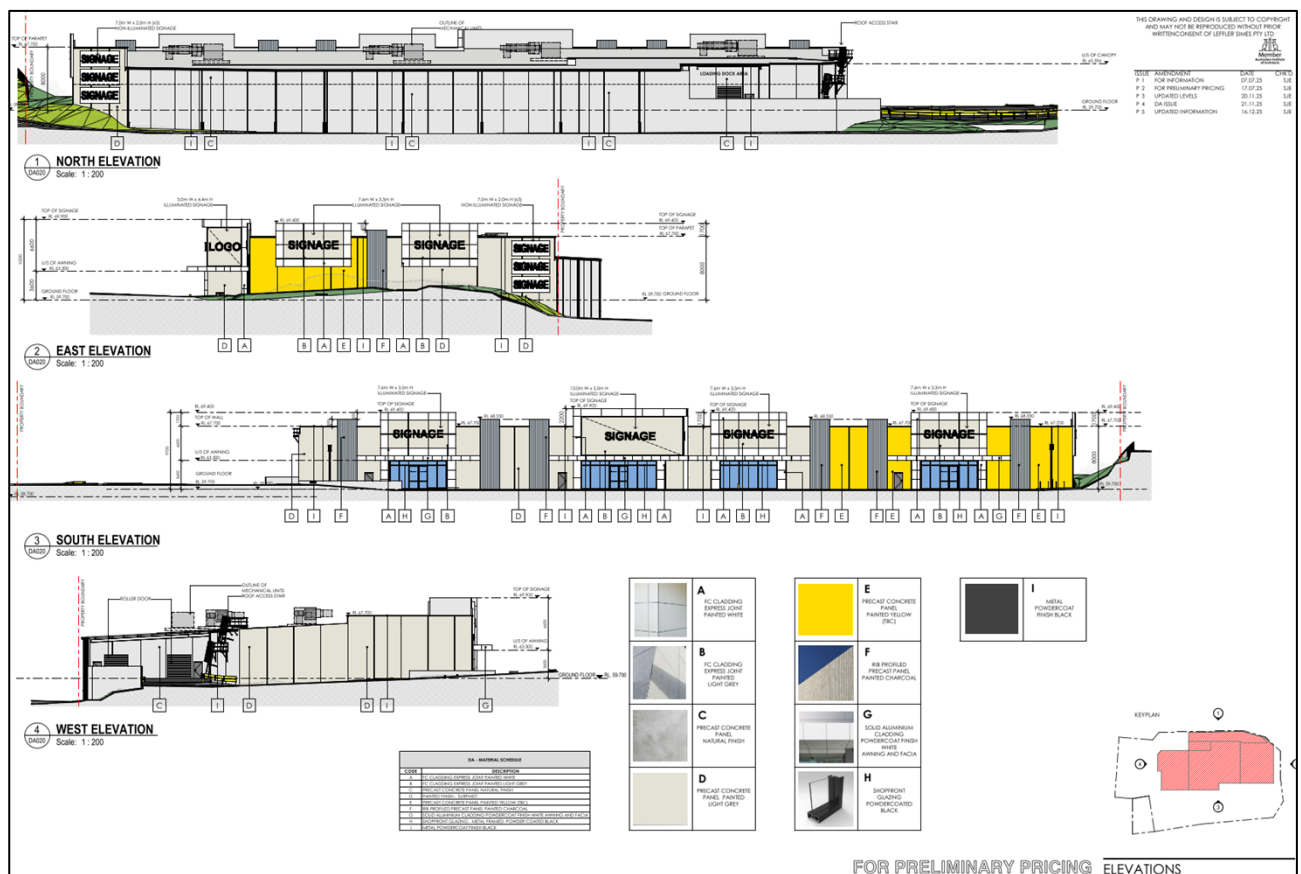


Figure 3 – Elevations

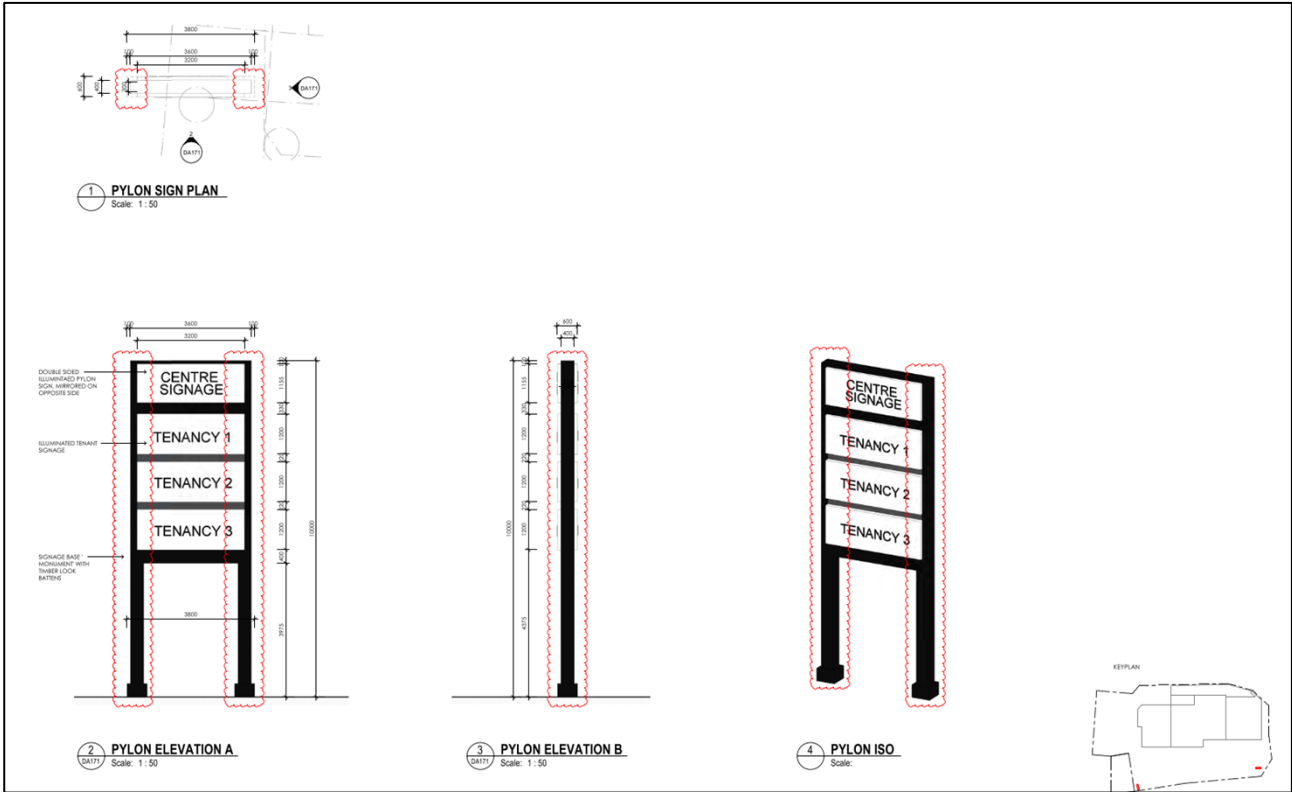


Figure 4 – Pylon sign details



Figure 5 – Site renders

PLANNING ISSUES

The land identified as 12 Gadsby Street is zoned General Residential under the *Tasmanian Planning Scheme – Devonport, 2020*. The proposed use and development will require access and provision of infrastructure across this parcel of land. The land identified as 2 Gadsby Street, where the development and use will occur is zoned Commercial under the *Tasmanian Planning Scheme – Devonport, 2020* and is within the Devonport Regional Homemaker Centre and Stony Rise Village Specific Area Plan. The zone boundaries of the subject site and surrounding properties are illustrated in Figure 6.

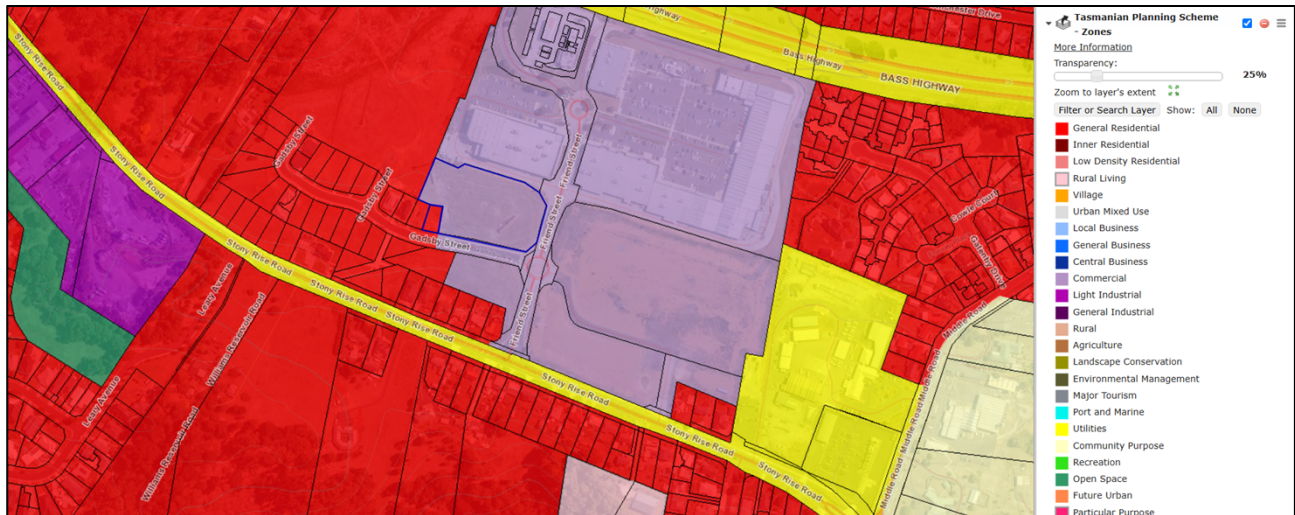


Figure 6 – Zone map (LIST)

7.6 Access and Provision of Infrastructure Across Land in Another Zone

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

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

The General Residential zone prohibits a bulky goods retail use. The zone purpose for non-residential use seeks to provide for uses which primarily serve the local community; and does not cause an unreasonable loss of amenity through scale, intensity, noise, activity outside of business hours, traffic generation and movement, or other off site impacts.

Amenity impacts are addressed under the Commercial zone. The irregular shape zone boundaries result in an awkward situation for any development with conflicting zone purposes. Access to 2 Gadsby Street is restricted due to frontages being impacted by existing site levels, see Figures 7 & 8, and the busy thoroughfare of Friend Street. The utilisation of 12 Gadsby Street for access locates the built form away from adjoining residential land providing a buffer that will reduce amenity impacts.



Figure 7 – Site view from north-eastern corner



Figure 8 - Site view from northern boundary

It is considered the utilisation of the General Residential zoned 12 Gadsby Street for access and infrastructure to develop a bulky goods retail use at 2 Gadsby Street is reasonable and appropriate in this instance.

A bulky goods retail use has a permitted use classification within the Commercial zone and the Devonport Regional Homemaker Centre and Stony Rise Village Specific Area Plan (SAP). An assessment of the zone, SAP and relevant codes follows.

The purpose of the Commercial Zone is:

- 17.1.1 To provide for retailing, service industries, storage and warehousing that require:
 - (a) large floor or outdoor areas for the sale of goods or operational requirements; and
 - (b) high levels of vehicle access and parking for customers.
- 17.1.2 To provide for a mix of use and development that supports and does not compromise or distort the role of other activity centres in the activity centre hierarchy.

17.3.1 All uses

Objective:	That uses do not cause an unreasonable loss of residential amenity to residential zones.	
Acceptable Solutions		Performance Criteria
A1 Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation or Utilities, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone, must be within the hours of: (a) 7.00am to 9.00pm Monday to Saturday; and (b) 8.00am to 9.00pm Sunday and public holidays.		P1 Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation or Utilities, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to: (a) the timing, duration or extent of vehicle movements; and (b) noise, lighting or other emissions.
A2 External lighting for a use, excluding Natural and Cultural Values Management or Passive Recreation, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone, must: (a) not operate within the hours of 11.00pm to 6.00am, excluding any security lighting; and (b) if for security lighting, be baffled so that direct light does not extend into the adjoining property in those zones.		P2 External lighting for a use, excluding Natural and Cultural Values Management or Passive Recreation, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to: (a) the level of illumination and duration of lighting; and (b) the distance to habitable rooms of an adjacent dwelling.
A3 Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency		P3 Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency

Services, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone, must be within the hours of: (a) 7.00am to 9.00pm Monday to Saturday; and (b) 8.00am to 9.00pm Sunday and public holidays.	Services, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to: (a) the time and duration of commercial vehicle movements; (b) the number and frequency of commercial vehicle movements; (c) the size of commercial vehicles involved; (d) manoeuvring required by the commercial vehicles, including the amount of reversing and associated warning noise; (e) any noise mitigation measures between the vehicle movement areas and the adjoining residential area; and (f) potential conflicts with other traffic.
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A1, A2 and A3 – the proposal identifies compliance with the permitted hours of operation, lighting and commercial vehicle movements. Conditions on the permit will ensure they are adhered to. The proposal meets the acceptable solutions.

17.4.1 Building height

Objective:	That building height: (a) is compatible with the streetscape; and (b) does not cause an unreasonable loss of amenity to adjoining residential zones.
Acceptable Solutions	Performance Criteria
A1 Building height must be not more than 12m.	P1 Building height must be compatible with the streetscape and character of development existing on established properties in the area, having regard to: (a) the topography of the site; (b) the height, bulk and form of existing building on the site and adjacent properties; (c) the bulk and form of proposed buildings; (d) the apparent height when viewed from the adjoining road and public places; and (e) any overshadowing of public places.
A2 Building height:	P2 Building height within 10m of a General

(a) within 10m of a General Residential Zone, Low Density Residential Zone or Rural Living Zone must be not more than 8.5m; or (b) within 10m of an Inner Residential Zone must be not more than 9.5m.	Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone must be consistent with building height on adjoining properties and not cause an unreasonable loss of residential amenity, having regard to: (a) overshadowing and reduction in sunlight to habitable rooms and private open space of dwellings; (b) overlooking and reduction of privacy; and (c) visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from the adjoining property.
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A1 – the proposed development does not exceed a height of 11.2m. The acceptable solution is met.

A2 – the proposed buildings are located more than 10m from the adjoining General Residential zone. The acceptable solution is met.

17.4.3 Design

Objective:	That building design is compatible with the streetscape.
Acceptable Solutions	Performance Criteria
A1 Buildings must be designed to satisfy all the following: (a) provide a pedestrian entrance to the building that is visible from the road or publicly accessible areas of the site; (b) mechanical plant and other service infrastructure, such as heat pumps, air conditioning units, switchboards, hot water units and the like, must be screened from the street and other public places; (c) roof-top mechanical plant and service infrastructure, excluding lift structures, must be contained within the roof or screened from public spaces and adjoining properties; (d) not include security shutters or grilles over windows or doors on a façade facing the frontage or other public places; (e) provide awnings over a public footpath if existing on the site or on adjoining properties; and (f) provide external lighting to illuminate external vehicle parking areas and	P1 Buildings must be designed to be compatible with the streetscape, having regard to: (a) how the main pedestrian access to the building addresses the street or other public places; (b) minimising the visual impact of mechanical plant and other service infrastructure, such as heat pumps, air conditioning units, switchboards, hot water units and the like, when viewed from the street or other public places; (c) minimising the visual impact of roof-top service infrastructure, excluding lift structures; (d) installing security shutters or grilles over windows or doors on a façade facing the frontage or other public spaces only if essential for the security of the premises and other alternatives are not practical; (e) the need for provision of awnings over a public footpath; and (f) providing suitable lighting to vehicle parking areas and pathways for the

pathways.	safety and security of users.
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A1 – the proposed development provides pedestrian access to buildings from the footpath along Gadsby Street and through the site. All services are shown as located on the roof top with screening measures. There are no shuttering or similar security measures shown as applied to the glazing along the façade of the buildings. Internal lighting of the parking areas can be achieved. The acceptable solutions are met.

17.4.4 Fencing

Objective:	That fencing: (a) is compatible with the streetscape; and (b) does not cause an unreasonable loss of residential amenity to adjoining residential zones.
Acceptable Solutions	Performance Criteria
A1 No Acceptable Solution. An exemption applies for fences in this zone - see Table 4.6.	P1 A fence (including a free-standing wall) within 4.5m of a frontage must be compatible with the streetscape, having regard to: (a) its height, design, location and extent; (b) its degree of transparency; and (c) the proposed materials and construction.
A2 Common boundary fences with a property in a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone, if not within 4.5m of a frontage, must: (a) have a height above existing ground level of not more than 2.1 m; and (b) not contain barbed wire.	P2 Common boundary fences with a property in a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone, if not within 4.5m of a frontage, must not cause an unreasonable loss of residential amenity, having regard to: (a) their height, design, location and extent; and (b) the proposed materials and construction.

A1/A2 – any fencing proposed will comply with the exemptions.

17.4.5 Outdoor storage areas

Objective:	That outdoor storage areas do not detract from the appearance of the site or surrounding area.
Acceptable Solutions	Performance Criteria
A1 Outdoor storage areas, excluding for the display of goods for sale, must not be visible from any road or public open space adjoining the site.	P1 Outdoor storage areas, excluding for the display of goods for sale, must be located, treated or screened to not cause an unreasonable loss of visual amenity.

A1 – outdoor storage areas are not provided. The acceptable solution is met.

17.4.6 Landscaping

Objective:	That landscaping enhances the amenity and appearance of the streetscape where buildings are setback from the frontage.
Acceptable Solutions	Performance Criteria
A1 If a building is set back from a road, landscaping treatment must be provided along the frontage of the site: (a) to a depth of not less than 5.5m; or (b) not less than the frontage of an existing building if it is a lesser distance.	P1 If a building is setback from a road, landscaping treatment must be provided along the frontage of the site, having regard to: (a) the width of the setback; (b) the width of the frontage; (c) the topography of the site; (d) existing vegetation on the site; (e) the location, type and growth of the proposed vegetation; and (f) the character of the streetscape and surrounding area.

P1 – sections of landscaping along the Gadsby and Friend Street frontages have a depth less than 5.5m. The extent of landscaping proposed is considered to be consistent with the landscaping treatment in the other areas of the SAP. A landscape plan will be required as a condition on the planning permit to ensure a high quality outcome. The performance criteria are satisfied.

DEV-S1.0 Devonport Regional Homemaker Centre and Stony Rise Village Specific Area Plan

DEV-S1.1 Plan Purpose

The purpose of the Devonport Regional Homemaker Centre and Stony Rise Village Specific Area Plan is:

DEV - S1.1.1 To manage the use or development of the Devonport Regional Homemaker Centre and Stony Rise Village site.

DEV-S1.2 Application of this Plan

DEV- S1.2.1 The specific area plan applies to the area of land designated as Devonport Regional Homemaker Centre and Stony Rise Village Specific Area Plan on the overlay maps.

A map of the Stony Rise Village Specific Area Plan and how it applies to the site is shown below as Figure 9.

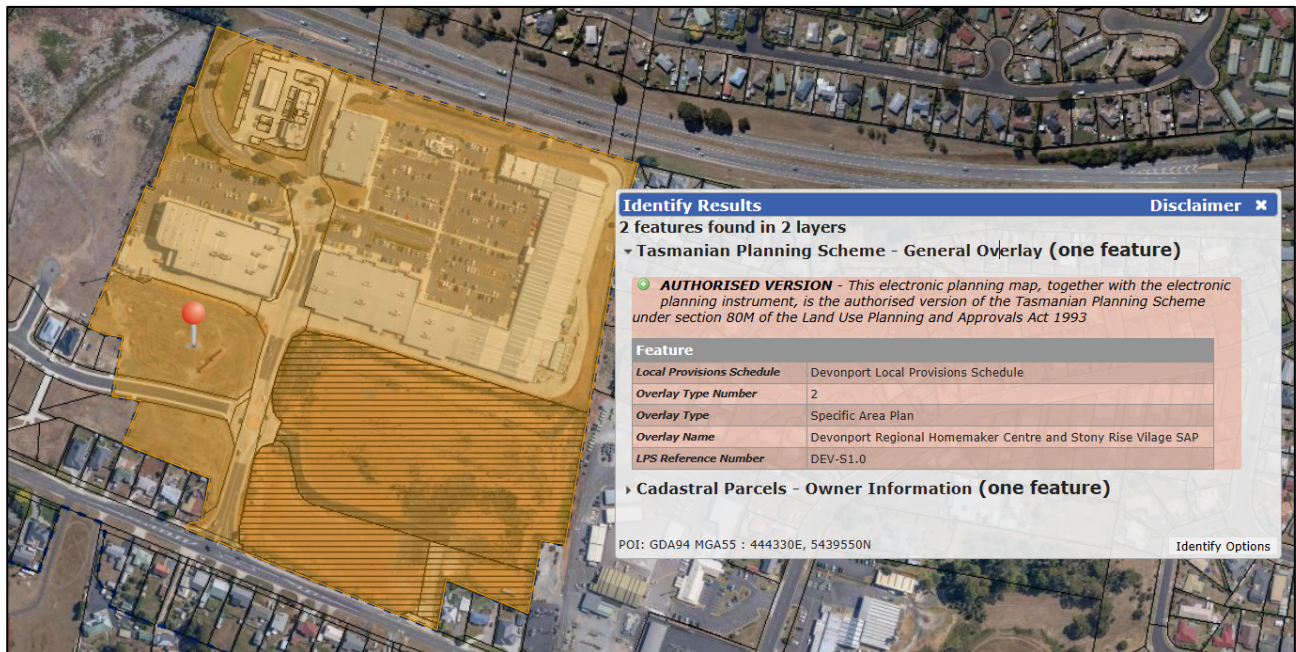


Figure 9 – Stony Rise Village Specific Area Plan (LIST)

DEV- S1.2.2 In the area of land this plan applies to the provisions of the specific area plan are in substitution for, S1.2.2 and are in addition to the provisions of:

- (a) Commercial Zone;
- (b) Signs Code; and
- (c) Parking and Sustainable Transport Code, as specified in the relevant provision.

DEV-S1.6.1 Floor areas

This clause is in substitution for the Commercial Zone - clause 17.3.3 Retail impact.

Objective:	The primacy of the Devonport Central Business District for General Retail and Hire is protected by providing a designated location for large format retail.	
Acceptable Solutions		Performance Criteria
A1 The gross floor area of a tenancy within a building must not be less than 500m ² with the exception of: (a) Food Services; (b) a use that relies on more than 50% of the site area for outdoor display of goods for sale; or (c) a use within Stony Rise Village Precinct A.		P1 The proposed use and development must be consistent with the local area objectives being: (a) for integrated bulky goods showrooms and trade supplies; (b) for a neighbourhood centre providing for food retailing and the convenience needs of the local area; or (c) complements the function of a neighbourhood centre; and (d) does not unreasonably compromise or distort the role of established activity centres.

A1 – each tenancy proposed exceeds a gross floor area of 500m². The acceptable solution is met.

DEV-S1.7.1 Setbacks

This clause is in substitution for the Commercial Zone - clause 17.4.2 Setbacks.

Objective:	Development of land is to minimise: (a) likelihood for conflict, interference and constraint between the use or development of land in the Devonport Regional Homemaker Centre and Stony Rise Village Specific Area Plan and the use of land in an adjoining zone; (b) unreasonable impact on the amenity of use on land beyond the boundaries of the Devonport Regional Homemaker Centre and Stony Rise Village Specific Area Plan.
Acceptable Solutions	Performance Criteria
A1 Buildings and parking areas must: (a) have a setback, or be separated a distance, of not less than 20m from the Bass Highway frontage; (b) have a setback, or be separated a distance, of not less than 6m from the Stony Rise Road frontage and allow for the Stony Rise Road carriageway to receive at least 5 hours of sunlight on the 21st of June; or (a) not less than 5.5m from any other road frontage.	P1 Buildings must have a setback from a frontage that provides suitable amenity for intended users and adequate space for landscaping, having regard to: (a) the topography of the site; (b) the setback of buildings on adjacent properties; and (c) the safety of pedestrians and road users.

A1 – the proposed development has a minimum 5.5m setback from any public road frontage. The acceptable solution is met.

DEV-S1.7.2 Signs

This clause is in addition to the Signs Code - clause C1.6.1 Design and siting of signs.

Objective:	That the need for signs is recognised and the impact, size and number is managed.
Acceptable Solutions	Performance Criteria
A1 There must be not more than 3 signs located within the setback area from the Bass Highway frontage.	P1 No Performance Criterion.
A2 The height of a sign must be not more than 10m.	P2 No Performance Criterion.
A3 There must be not more than 2 signs located within the setback area from the Stony Rise Road frontage.	P3 No Performance Criterion.

A1 – not applicable.

A2 – the proposed pylon signs have a maximum height of 10m. The acceptable solution is met.

A3 – not applicable.

DEV-S1.7.3 Access

This clause is in substitution for the Parking and Sustainable Transport Code - clause C2.6.3 Number of accesses for vehicles.

Objective:	There is safe vehicular and pedestrian access to the site.	
Acceptable Solutions		Performance Criteria
A1 There must be not more than one vehicular entry to the site across the Bass Highway frontage and the vehicular access must comprise a single left hand turn from the west bound lane of the Bass Highway.	P1 No Performance Criterion.	
A2 All vehicular access is to be via an existing vehicle crossing.	P2 Any new vehicular access must be necessary as evidenced by a Traffic Impact Assessment, prepared by a suitably qualified person and approved by the relevant Road Authority.	

A1 – not applicable.

P2 – the proposed access will remain as one vehicle crossing over 12 Gadsby Street, however it will be relocated and widened to suit the type of vehicle and volume of traffic anticipated in the provided Traffic Impact Assessment. The Traffic Impact Assessment has been reviewed by Council's Engineering Development Officer and consent to construct the wider crossover is given. The performance criteria are met.

The proposed development includes two illuminated pylon signs and ten wall signs incorporated into the building façade, seven of which will be illuminated. The proposed signage is illustrated in Figure 10.

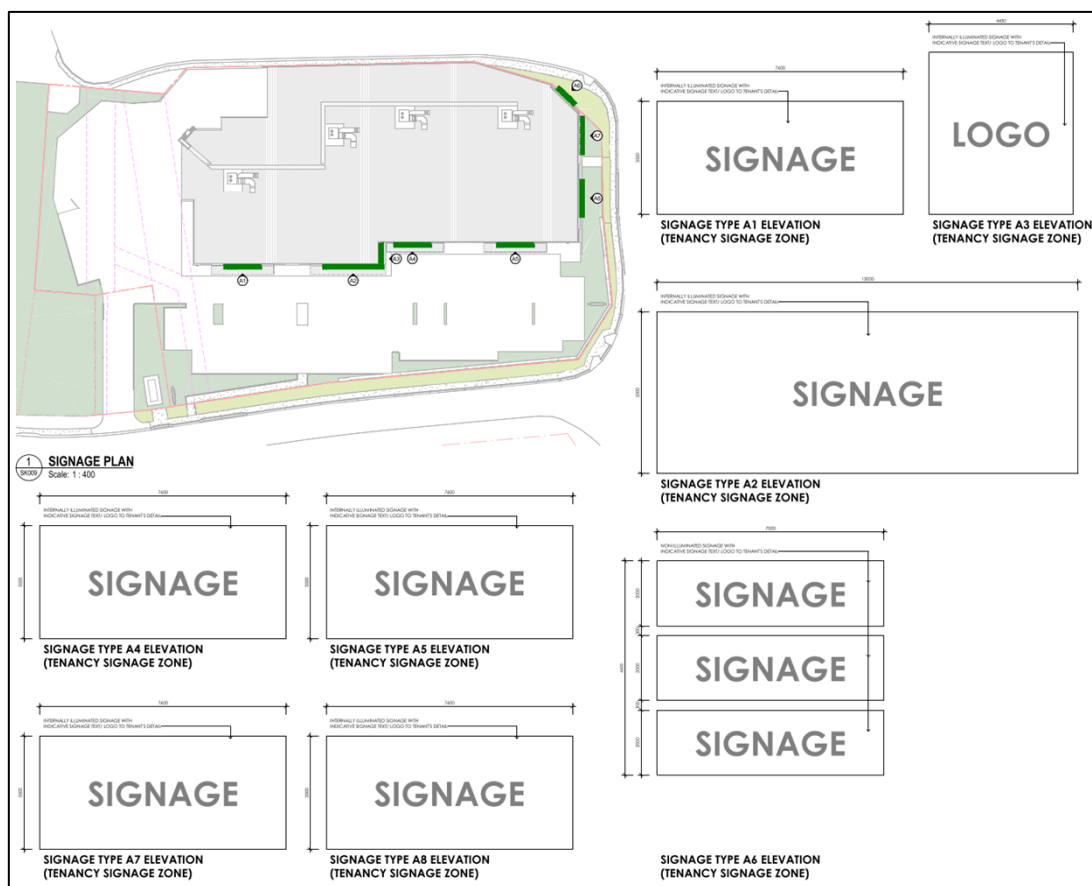


Figure 10 – Sign detail

C1.0 Signs Code

C1.6.1 Design and siting of signs

Objective:

That:

- (a) signage is well designed and sited; and;
- (b) signs do not contribute to visual clutter or cause an unreasonable loss of visual amenity to the surrounding area.

Acceptable Solutions

A1

A sign must:

- (a) be located within the applicable zone for the relevant sign type set out in Table C1.6; and
- (b) meet the sign standards for the relevant sign type set out in Table C1.6.

Performance Criteria

P1.1

A sign must:

- (a) be located within an applicable zone for the relevant sign type as set out in Table C1.6; and
- (b) be compatible with the streetscape or landscape, having regard to:
 - i. the size and dimensions of the sign;
 - ii. the size and scale of the building upon which the sign is proposed;
 - iii. the amenity of surrounding properties;
 - iv. the repetition of messages or information;

	v. the number and density of signs on the site and on adjacent properties; and vi. the impact on the safe and efficient movement of vehicles and pedestrians.
A2 A sign must be not less than 2m from the boundary of any lot in the General Residential Zone, Inner Residential Zone, Low Density Residential Zone, Rural Living Zone or Landscape Conservation Zone.	P2 A sign must not cause an unreasonable loss of amenity to adjoining residential properties, having regard to: a) the topography of the site and the surrounding area; b) the relative location of buildings, habitable rooms of dwellings and private open space; c) any overshadowing; and d) the nature and type of the sign.
A3 The number of signs for each business or tenancy on a road frontage of a building must be no more than: a) 1 of each sign type, unless otherwise stated in Table C1.6; b) 1 window sign for each window; c) 3 if the street frontage is less than 20m in length; and d) 6 if the street frontage is 20m or more, excluding the following sign types, for which there is no limit: i. name plate; and ii. temporary sign.	P3 The number of signs for each business or tenancy on a street frontage must: a) not unreasonably increase in the existing level of visual clutter in the streetscape, and where possible, reduce any existing visual clutter in the streetscape by replacing existing signs with fewer, more effective signs; and b) not involve the repetition of messages or information.

P1 – the proposed signs are within the acceptable zone however they exceed the sign standards set out in table C1.6. The overall size and scale of the proposed signage is compatible with the size and style of the proposed building and will provide identification for the three tenancies as set out for in the development. The location of proposed signage is concentrated towards the commercial zoned properties adjacent to the subject site, with signage being well setback from residential land. The building and signs are well located to ensure traffic and pedestrian safety will not be impacted. The proposal satisfies the relevant performance criteria.

A2 – signage proposed is located more than 2m from residential zoned land. The acceptable solution is met.

P3 – the proposal includes more than one wall sign per tenancy to each road frontage. The size and scale of the proposed signage limits visual clutter in the streetscape and will not appear repetitive. The proposal satisfies the relevant performance criteria.

C1.6.2 Illuminated signs

Objective:	That: (a) illuminated signs are compatible with the streetscape; (b) the cumulative impact of illuminated signs on the character of the area is managed, including the need to avoid visual disorder or clutter of signs; and (c) any potential negative impacts of illuminated signs on road safety and pedestrian movement are minimised.
Acceptable Solutions	Performance Criteria
A1 No Acceptable Solution.	P1 An illuminated sign must not cause an unreasonable loss of amenity to adjacent properties or have an unreasonable effect on the safety, appearance or efficiency of a road, and must be compatible with the streetscape, having regard to: (a) the location of the sign; (b) the size of the sign; (c) the intensity of the lighting; (d) the hours of operation of the sign; (e) the purpose of the sign; (f) the sensitivity of the area in terms of view corridors, the natural environment and adjacent residential amenity; (g) the intended purpose of the changing message of the sign; (h) the percentage of the sign that is illuminated with changing messages; i. proposed dwell time; and ii. whether the sign is visible from the road and if so the proximity to and impact on an electronic traffic control device.
A2 An illuminated sign visible from public places in adjacent roads must not create the effect of flashing, animation or movement, unless it is providing direction or safety information.	P2 No Performance Criterion.

P1 – The proposed illuminated signs are internally lit, or backlit by LEDs and will not cause any amenity impacts given the size, scale and location of signs within the property. It is considered road safety will not be impacted by the signs and the illuminated component of the signs is compatible with the streetscape. The performance criteria are satisfied.

A2 – A condition on the permit will ensure illuminated signs visible from public places or adjacent roads must not create the effect of flashing, animation or movement. The acceptable solution can be met.

C2.0 Parking and Sustainable Transport Code

C2.5.1 Car parking numbers

Objective:	That an appropriate level of car parking spaces are provided to meet the needs of the use.	
Acceptable Solutions		Performance Criteria
A1 The number of on-site car parking spaces must be no less than the number specified in Table C2.1, less the number of car parking spaces that cannot be provided due to the site including container refund scheme space, excluding if: (a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan; (b) the site is contained within a parking precinct plan and subject to Clause C2.7; (c) the site is subject to Clause C2.5.5; or (d) it relates to an intensification of an existing use or development or a change of use where: i. the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or ii. the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows:		P1.1 The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to: (a) the availability of off-street public car parking spaces within reasonable walking distance of the site; (b) the ability of multiple users to share spaces because of: i. variations in car parking demand over time; or ii. efficiencies gained by consolidation of car parking spaces; (c) the availability and frequency of public transport within reasonable walking distance of the site; (d) the availability and frequency of other transport alternatives; (e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping; (f) the availability, accessibility and safety of on- street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity; (g) the effect on streetscape; and (h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development.

$N = A + (C - B)$ N = Number of on-site car parking spaces required A = Number of existing on site car parking spaces B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1 C = Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.	
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A1 – the proposed development results in 4,000m² gross floor area. The required rate of on-site car parking for a bulky goods retail use is one parking space per 50m² of floor area, equating to 80 car parking spaces required. The proposed development provides 87 car parking spaces on site. The acceptable solution is met.

C2.5.2 Bicycle parking numbers

Objective:	That an appropriate level of bicycle parking spaces are provided to meet the needs of the use.
Acceptable Solutions	Performance Criteria
A1 Bicycle parking spaces must: (a) be provided on the site or within 50m of the site; and (b) be no less than the number specified in Table C2.1.	P1 Bicycle parking spaces must be provided to meet the reasonable needs of the use, having regard to: (a) the likely number of users of the site and their opportunities and likely need to travel by bicycle; and (b) the availability and accessibility of existing and any planned parking facilities for bicycles in the surrounding area.

A1 – the required rate of bicycle parking for a bulky goods retail use is one parking space per 500m² of floor area, equating to 8 bicycle parking spaces required. The proposed development provides 8 bicycle parking spaces on site. The acceptable solution is met.

C2.6.1 Construction of parking areas

Objective:	That parking areas are constructed to an appropriate standard.
Acceptable Solutions	Performance Criteria
A1 All parking, access ways, manoeuvring and circulation spaces must: (a) be constructed with a durable all weather pavement; (b) be drained to the public stormwater system, or contain stormwater on the site; and (c) excluding all uses in the Rural Zone,	P1 All parking, access ways, manoeuvring and circulation spaces must be readily identifiable and constructed so that they are useable in all weather conditions, having regard to: (a) the nature of the use; (b) the topography of the land;

Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.	(c) the drainage system available; (d) the likelihood of transporting sediment or debris from the site onto a road or public place; (e) the likelihood of generating dust; and (f) the nature of the proposed surfacing.
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A1 – the proposed development illustrates a durable sealed surface for all vehicle manoeuvring and parking areas. A condition on the planning permit will ensure that the surface is constructed and drained to the requirements of state recognised standards. The acceptable solution is met.

C2.6.2 Design and layout of parking areas

Objective:	That parking areas are designed and laid out to provide convenient, safe and efficient parking.
Acceptable Solutions	Performance Criteria
A1.1 Parking, access ways, manoeuvring and circulation spaces must either: (a) comply with the following: i. have a gradient in accordance with Australian Standard AS 2890 - Parking facilities, Parts 1-6; ii. provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces; iii. have an access width not less than the requirements in Table C2.2; iv. have car parking space dimensions which satisfy the requirements in Table C2.3; v. have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces; vi. have a vertical clearance of not less than 2.1 m above the parking surface level; and vii. excluding a single dwelling, be delineated by line marking or other clear physical means; or (b) comply with Australian Standard AS 2890- Parking facilities, Parts 1-6. A1.2 Parking spaces provided for use by persons with a	P1 All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to: (a) the characteristics of the site; (b) the proposed slope, dimensions and layout; (c) useability in all weather conditions; (d) vehicle and pedestrian traffic safety; (e) the nature and use of the development; (f) the expected number and type of vehicles; (g) the likely use of the parking areas by persons with a disability; (h) the nature of traffic in the surrounding area; i. the proposed means of parking delineation; and ii. the provisions of Australian Standard AS 2890.1:2004 - Parking facilities, Part 1: Off-street car parking and AS 2890.2 -2002 Parking

disability must satisfy the following: (a) be located as close as practicable to the main entry point to the building; (b) be incorporated into the overall car park design; and (c) be designed and constructed in accordance with Australian/New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities.	facilities, Part 2: Off-street commercial vehicle facilities.
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A1 – access widths and parking spaces are shown to comply with the design requirements of Table C2.2 and C2.3. The disable parking spaces shown are located close to the main building entry and are designed to the relevant Australian Standard. The acceptable solution is met.

C2.6.5 Pedestrian access

Objective:	That pedestrian access within parking areas is provided in a safe and convenient manner.	
Acceptable Solutions		Performance Criteria
A1.1 Uses that require 10 or more car parking spaces must: (a) have a 1 m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by: i. a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or ii. protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and (b) be signed and line marked at points where pedestrians cross access ways or parking aisles. A1.2 In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.		P1 Safe and convenient pedestrian access must be provided within parking areas, having regard to: (a) the characteristics of the site; (b) the nature of the use; (c) the number of parking spaces; (d) the frequency of vehicle movements; (e) the needs of persons with a disability; (f) the location and number of footpath crossings; (g) vehicle and pedestrian traffic safety; (h) the location of any access ways or parking aisles; and (i) any protective devices proposed for pedestrian safety.

P1 – a pedestrian pathway is provided through the site, from the road and along the frontage of the building, however through site pedestrian pathways have not been provided in this instance. The speed of traffic through the site, and the short distance of

travel from furthest parking to the building entrances will mitigate safety issues. The relevant performance criteria are satisfied.

C3.0 Road and Railway Assets Code

C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction

Objective:	To minimise any adverse effects on the safety and efficiency of the road or rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction.
Acceptable Solutions	Performance Criteria
A1.1 For a category 1 road or a limited access road, vehicular traffic to and from the site will not require: (a) a new junction; (b) a new vehicle crossing; or (c) a new level crossing. A1.2 For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority. A1.3 For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority. A1.4 Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than: (a) the amounts in Table C3.1; or (b) allowed by a licence issued under Part IVA of the Roads and Jetties Act 1935 in respect to a limited access road. A1.5 Vehicular traffic must be able to enter and leave a major road in a forward direction.	P1 Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to: (a) any increase in traffic caused by the use; (b) the nature of the traffic generated by the use; (c) the nature of the road; (d) the speed limit and traffic flow of the road; (e) any alternative access to a road; (f) the need for the use; (g) any traffic impact assessment; and (h) any advice received from the rail or road authority.

P1 – the proposal will see the location of the existing crossover to 12 Gadsby Street relocated and widened. Council's Engineering Development Officer has reviewed the TIA and proposed design and has provided conditions of approval to be included on the planning permit. The performance criteria are satisfied.

Retaining walls

There are no specific design standards to assess the retaining walls under the applicable zones or any other provisions within the *Tasmanian Planning Scheme – Devonport 2020*. The structural requirement for any retaining walls will be managed through the National Construction Code and the *Building Act 2016*.

COMMUNITY ENGAGEMENT

On 06/01/2026, Council received an application for the above development. Under section 57(3) of the *Land Use Planning and Approvals Act 1993*, the Planning Authority must give notice of an application for a permit. As prescribed at Regulation 9(1) of the *Land Use Planning and Approvals Regulations 2014*, the Planning Authority fulfilled this notification requirement by:

- (a) Advertising the application in *The Advocate* newspaper on 23/05/2026;
- (b) Making a copy of the proposal available in Council Offices from the 23/05/2026;
- (c) Notifying adjoining property owners by mail on 19/05/2026; and
- (d) Erecting a Site Notice for display from the 22/05/2026.

The period for representations to be received by Council closed on 09/06/2026.

REPRESENTATIONS

One representation was received within the prescribed 14 day public scrutiny period required by the *Land Use Planning and Approvals Act 1993*. A copy of the representation is appended to this report as **Attachment 2**.

The representation outlines several concerns as outlined below:

Access over General Residential zone land – as discussed earlier in this report, provision 7.6 of the *Tasmanian Planning Scheme* provides the Planning Authority with the discretion to approve access and infrastructure for a use over land that would otherwise be prohibited.

Issues with the public notification process – public notification letters were posted to adjoining property owners and occupiers via the postal addresses as provided to Council. If a property owner does not keep this information up to date it makes it difficult for Council to notify them in a timely manner. The additional public notification requirements were met and maintained for at least 14 days.

Documents not provided during public notification process – documents made available on Council's website during the public notification period were uploaded as seen necessary to communicate the proposal. There is no requirement under part 6.1 of the *Tasmanian Planning Scheme* for an applicant to provide an assessment of the applicable planning scheme provisions. Council's planning officers are available via phone, email or even in person should anyone wish to discuss a planning application on public notification or applicable zoning controls for any property.

Traffic impact assessment concerns – the Traffic Impact Assessment (TIA) provided does not need to consider internal traffic movements for the adjoining properties, only those which affect the public roads. Council's Engineering Development Officer has reviewed the proposed development and the TIA and provided conditions for the permit where relevant.

DISCUSSION

When determining an application for a planning permit the permit authority must consider the matters outlined in clause 6.10.1 of the *Tasmanian Planning Scheme*, including any representations, but only insofar as each matter is relevant to the particular discretion being sought. An assessment of the performance criteria against the discretionary matters identifies how the variations to the acceptable solution will have minimal impact upon adjoining properties.

The proposal has been reviewed by internal departments and State Authorities and have provided standard conditions to be included in the planning permit.

FINANCIAL IMPLICATIONS

No financial implications are predicted, unless an appeal is made against the Council's decision to the Tasmanian Civil and Administrative Tribunal. In such instance, legal counsel will likely be required to represent Council. The opportunity for such an appeal exists as a result of the Council determining to either approve or refuse the permit application.

RISK IMPLICATIONS

In its capacity as a planning authority under the *Land Use Planning and Approvals Act 1993* (LUPAA), Council is required to make a determination on this application for a discretionary planning permit. Due diligence has been exercised in the preparation of this report and there are no predicted risks associated with a determination of this application.

CONCLUSION

The application satisfies the relevant acceptable solutions and performance criteria under the *Tasmanian Planning Scheme – Devonport 2020* and a permit can be issued, subject to conditions.

ATTACHMENTS

1. Planning Application PA2025.0198 - 2 & 12 Gadsby Street [**4.1.1** - 142 pages]
2. Representation M Read PA2025.0198 - 2 & 12 Gadsby Street [**4.1.2** - 3 pages]
3. TasWater SPAN PA2025.0198 - 2 & 12 Gadsby Street [**4.1.3** - 4 pages]

4.2 PA2026.0076 - UNIT 2, 33 MURRAY STREET EAST DEVONPORT - VISITOR ACCOMMODATION

Author: **Carolyn Milnes, Senior Town Planner**

Endorser: **Kylie Lunson, Executive Manager**

RECOMMENDATION

That the Planning Authority, pursuant to the provisions of the *Tasmanian Planning Scheme – Devonport 2020* and section 57 of the *Land Use Planning and Approvals Act 1993*, approve application PA2026.0076 and grant a Permit to use land identified as 2/33 Murray Street, East Devonport for the following purposes:

- Visitor Accommodation

Subject to the following conditions:

1. The Use is to proceed generally in accordance with the *Short Stay Accommodation Act, 2019*.
2. The parking spaces adjacent to Units 1 & 3 are to be identified as being for the use of those units and must not be made available to guests using the property for visitor accommodation.
3. During the use of these facilities all measures are to be taken to prevent nuisance.

Note: The following is provided for information purposes.

If any food products are supplied, prepared and/or cooked for guests, the owner/business operator must contact Council's Environmental Health Officer prior to the opening of the business to confirm requirements under the *Food Act 2003*.

The owner is to ensure the building complies with the Director's Determination - *Short or Medium-Term Visitor Accommodation*.

Regarding condition 2 – The garage adjoining Unit 2 is to be the sole parking space provided on-site for guests. Guests are to be advised that should additional parking be required it is available on the street.

Regarding condition 3 - air, noise and water pollution matters are subject to provisions of the *Environmental Management and Pollution Control Act 1994*.

Enquiries regarding the conditions and notes can be directed to Council's Development Services Department – Ph 6424 0511.

RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

- 2.1 Council's Planning Scheme facilitates appropriate property use and development

SUMMARY

The purpose of this report is to enable Council, acting as a Planning Authority to make a decision regarding planning application PA2026.0076.

BACKGROUND

Planning Instrument:	<i>Tasmanian Planning Scheme – Devonport 2020</i>
Address:	2/33 Murray Street, East Devonport
Applicant/Owner:	Culburra Pty Ltd
Proposal:	Visitor Accommodation
Existing Use:	Residential
Zoning:	General Residential
Decision Due:	02/07/2026

SITE DESCRIPTION

The site is located on the north eastern corner of the intersection of Murray and Cross Streets and has an area of approximately 830m². The property contains 3 units, under the same ownership, and is surrounded by established residential lots. A respite and day care centre is located to the west, with the East Devonport shopping area approximately 120m away. The subject of this application is Unit 2, located in the centre of the 3 units. Figure 1 shows an aerial view of the subject site and surrounding area.



Figure 1 - Aerial view of subject site and surrounding area (Source: DCC)

APPLICATION DETAILS

The applicant is seeking approval for a change of use to Visitor Accommodation for Unit 2/33 Murray Street. A copy of the application is appended to this report as **Attachment 1**. The unit is part of a strata development. Below is an aerial view of the unit (Figure 2) and an extract from the application detailing the proposal (Figure 3).



Figure 2 - Aerial view of Unit 2 and adjoining units – (Source: DCC)

Description of how the use will operate

The proposed use is for visitor accommodation within an existing three-bedroom unit located at 2/33 Murray Street, East Devonport. The unit will be used to provide short-term accommodation for visitors and tourists. Bookings will be managed through online accommodation platforms (such as Airbnb or Stayz) and/or direct enquiries. The maximum number of guests accommodated at any one time will be limited to a level appropriate for a three-bedroom dwelling (generally up to six guests). Guests will have access to the entire unit during their stay. The accommodation will operate on a short-stay basis.

Guests will be provided with house rules covering noise, behaviour, parking, and waste management to ensure minimal impact on neighbouring properties. Parties, events, and large gatherings will not be permitted. Cleaning and maintenance will be undertaken between guest stays to ensure the property remains in a clean, safe, and well-maintained condition. Linen and waste will be managed off-site or through standard residential waste services. On-site parking will be available for guest use, with guests encouraged to utilise designated parking areas and avoid unnecessary street parking. The use is expected to have minimal impact on the surrounding residential area, with no on-site staff, no commercial signage, and no external alterations proposed as part of the application.

Both neighbouring properties are owned by the applicant.

Figure 3 - Extract from application (Source: Applicant)

PLANNING ISSUES

The land is zoned General Residential under the *Tasmanian Planning Scheme – Devonport 2020*. The purpose of the General Residential Zone is:

- 8.1.1 To provide for residential use or development that accommodates a range of dwelling types where full infrastructure services are available or can be provided.
- 8.1.2 To provide for the efficient utilisation of available social, transport and other service infrastructure.
- 8.1.3 To provide for non-residential use that:
 - a) primarily serves the local community; and
 - b) does not cause an unreasonable loss of amenity through scale, intensity, noise, activity outside of business hours, traffic generation and movement, or other off site impacts.
- 8.1.4 To provide for Visitor Accommodation that is compatible with residential character.

A Visitor Accommodation use class has a permitted status under the General Residential zone. The proposed use will be accommodated in an existing habitable building but is part of a strata development and therefore requires discretion under section 57 of the *Land Use Planning and Approvals Act 1993*. In addition, the proposal requires 2 parking spaces, however only one is available.

The applicable use standards for visitor accommodation and parking requirements are reproduced below, with commentary addressing compliance with either the acceptable solution or the performance criteria.

8.0 General Residential Zone

8.3.2 Visitor Accommodation

Objective: That Visitor Accommodation: (a) is compatible with the character and use of the area; (b) does not cause an unreasonable loss of residential amenity; and (c) does not impact the safety and efficiency of local roads or rights of way.	
Acceptable Solutions	Performance Criteria
A1 Visitor Accommodation must: (a) accommodate guests in existing habitable buildings; and (b) have a gross floor area of not more than 200m² per lot.	P1 Visitor Accommodation must be compatible with the character and use of the area and not cause an unreasonable loss of residential amenity, having regard to: (a) the privacy of adjoining properties; (b) any likely increase in noise to adjoining properties; (c) the scale of the use and its compatibility with the surrounding character and uses within the area; (d) retaining the primary residential function of an area; (e) the impact on the safety and efficiency of the local road network; and (f) any impact on the owners and users rights of way.
A2 Visitor Accommodation is not for a strata lot that is part of a strata scheme where another strata lot within that strata scheme is used for a residential use.	P2 Visitor Accommodation within a strata scheme must not cause an unreasonable loss of residential amenity to long term residents occupying other strata lots within the strata scheme, having regard to: (a) the privacy of residents; (b) any likely increase in noise; (c) the residential function of the strata scheme;

	(d) the location and layout of the strata lots; (e) the extent and nature of any other non-residential uses; and (f) any impact on shared access and common property.
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A1 – the proposed use will operate within an existing habitable building with a gross floor area of approximately 145m², less than the maximum 200m². The acceptable solution is met.

P2 – The proposed use will operate from Unit 2. Units 1 and 3 are used for residential purposes and as such the acceptable solution cannot be satisfied. The corresponding performance criteria must be addressed.

The property is part of a 3 unit strata scheme and can accommodate up to six people. It is unlikely the proposed use will result in any amenity impacts that differ from the property being used for residential purposes and as such it is doubtful the use will cause an unreasonable loss of amenity to long term residents of the other strata lots.

Vehicle movements are likely to be less than the average number of vehicle movements per household which are estimated to be an average of 8 movements per day.

Council does not have any evidence to suggest that residents adjacent to properties used for visitor accommodation are impacted by noise or loss of privacy by visitors any more than they are by long term residents. There are in excess of 100 properties listed for Airbnb style visitor accommodation in the Devonport area for which no complaints have been received, indicating that they generally operate in a manner compatible with adjacent residential uses.

The proposal can satisfy the performance criteria.

C2.0 Parking and Sustainable Transport Code

C2.5.1 Car parking numbers

Objective: That an appropriate level of car parking spaces are provided to meet the needs of the use.	
Acceptable Solutions	Performance Criteria
A1 The number of on-site car parking spaces must be no less than the number specified in Table C2.1, less the number of car parking spaces that cannot be provided due to the site including container refund scheme space, excluding if: (a) 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;	P1.1 The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to: (a) the availability of off-street public car parking spaces within reasonable walking distance of the site; (b) the ability of multiple users to share spaces because of:

(b) the site is contained within a parking precinct plan and subject to Clause C2.7; (c) the site is subject to Clause C2.5.5; or (d) it relates to an intensification of an existing use or development or a change of use where: (i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or (ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows: $N = A + (C - B)$ N = Number of on-site car parking spaces required A = Number of existing on site car parking spaces B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1 C = Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.	(i) variations in car parking demand over time; or (ii) efficiencies gained by consolidation of car parking spaces; (c) the availability and frequency of public transport within reasonable walking distance of the site; (d) the availability and frequency of other transport alternatives; (e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping; (f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity; (g) the effect on streetscape; and (h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development. P1.2 The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to: (a) the nature and intensity of the use and car parking required; (b) the size of the dwelling and the number of bedrooms; and (c) the pattern of parking in the surrounding area.
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Table C2.1 requires 1 space per self-contained accommodation unit, allocated tent or caravan space, or 1 space per 4 beds, whichever is the greater. Given the unit can accommodate up to 6 people, 2 parking spaces are required.

Each unit has one dedicated parking space, provided in the garage attached to the unit.

Two external parking spaces are also available on the property however these are located adjacent to Units 1 and 3. The parking arrangements comply with the requirements in place when the units were developed in 2012.

The use of these parking spaces by visitors has the potential to create amenity issues for the permanent residents and as such it is recommended that only the garage for Unit 2 be made available for parking for the accommodation use. It is likely that in the majority of cases only one parking space will be required. Where more than one parking space is needed there is sufficient on-street parking available, in both Cross and Murray Streets. A condition will be placed on the permit stating that the parking spaces on-site be identified as being for Unit 1 and Unit 3 in order to avoid any negative impact to these units regarding parking.

The performance criteria is satisfied.

COMMUNITY ENGAGEMENT

On 21/05/2026, Council received an application for the above development. Under section 57(3) of the *Land Use Planning and Approvals Act 1993*, the Planning Authority must give notice of an application for a permit. As prescribed at Regulation 9(1) of the *Land Use Planning and Approvals Regulations 2014*, the Planning Authority fulfilled this notification requirement by:

- (a) Advertising the application in *The Advocate* newspaper on 27/05/2026;
- (b) Making a copy of the proposal available in Council Offices from the 27/05/2026;
- (c) Notifying adjoining property owners by mail on 25/05/2026; and
- (d) Erecting a Site Notice for display from the 26/05/2026.

The period for representations to be received by Council closed on 11/06/2026.

REPRESENTATIONS

One representation was received within the prescribed 14 day public scrutiny period required by the *Land Use Planning and Approvals Act 1993*. A copy of the representation is appended to this report as **Attachment 2**. The contents of the representation are also reproduced below.

RE: Representation / Objection to Proposed Short Stay Accommodation Application – Unit 2, 33 Murray Street, East Devonport

I wish to lodge a formal objection to the proposed short-stay accommodation application for Unit 2, 33 Murray Street, East Devonport.

I am a long-term resident of the property and have lived here for almost four years. During this time I have consistently paid my rent on time, maintained the property appropriately, complied with inspections, and have not caused issues for the landlord or surrounding residents. I reside alone with my approved indoor cat.

I am extremely concerned about the impact this proposal will have both on myself personally and on the surrounding residential community.

This property is situated between two neighbouring residential units occupied by mature aged people. The units are positioned in very close proximity to one another and share a common driveway access. Due to the layout of the property, any increase in visitor turnover, vehicle movements, late arrivals, luggage movement, noise, or unfamiliar occupants will have a direct and unavoidable impact on surrounding residents.

I believe the use of this property as short stay accommodation is incompatible with the existing quiet residential nature of the area.

My concerns include:

- Increased traffic movements and congestion associated with continual guest turnover
- Noise impacts from late-night arrivals and early departures, particularly from travellers arriving via the Spirit of Tasmania
- Increased disruption within the shared driveway area from unfamiliar vehicles and guests
- Reduced privacy and security for permanent residents, particularly mature aged people and single occupants
- Disturbance to the quiet enjoyment of neighbouring homes due to the close positioning of the units
- Additional pressure on parking and residential infrastructure within the immediate area
- The broader loss of long-term residential housing within East Devonport during an ongoing housing affordability crisis

Given the property's location, I believe it is highly likely the accommodation will attract short-term travellers utilising the Spirit of Tasmania service. This increases the likelihood of irregular arrival times, overnight vehicle movements, transient occupancy, and ongoing disruption within what is currently a stable residential setting.

I also note there are already multiple existing accommodation options within the Devonport and East Devonport area specifically designed to service short-term travellers, including caravan parks, motels, and hotels in close proximity to the Spirit of Tasmania terminal. This includes the Argosy Motor Inn, which is expanding its accommodation capacity, along with the Novotel Devonport located only minutes from the Spirit of Tasmania dock. Given the availability of existing visitor accommodation infrastructure, I do not believe it is necessary or appropriate to further reduce long-term residential housing stock within established residential unit complexes.

I am also concerned that the property itself may not be suitably equipped to accommodate the increased usage associated with short stay accommodation.

The plumbing within the property has ongoing known issues and has required multiple plumber attendances during my tenancy. I have been advised that the plumbing system is compromised due to sagging pipework, with the toilet, shower, bath and basin all connected to the same outlet system. I have further been advised that proper rectification would require substantial works including removal of the bathroom and concrete slab access.

As a long-term single occupant, the plumbing system is already problematic at times. I hold serious concerns regarding the suitability of the infrastructure for repeated high-turnover guest accommodation, particularly where visitors may be unfamiliar with the property's limitations and place additional strain on the system.

I am also personally concerned about the loss of secure long-term housing.

As a single woman living alone, the current rental market presents significant affordability and availability challenges. I currently pay \$380 per week in rent. Current market listings indicate that comparable properties within Devonport and East Devonport are commonly advertised between approximately \$450 and \$550+ per week, with many offering a lower standard of accommodation or reduced amenity. Even smaller unit-style accommodation is now commonly advertised close to my current rental amount.

The prospect of displacement from stable housing creates considerable financial and emotional stress. I have demonstrated long-term stability as a tenant and would be willing to negotiate a reasonable rental increase in order to remain in secure long-term accommodation.

I also note that current short stay accommodation data indicates there are already approximately 90–100 active Airbnb style listings operating within the Devonport area, with a

significant proportion consisting of entire three-bedroom homes. Market reporting further indicates that short stay accommodation availability within the region has increased substantially over the past 12 months.

I am concerned that the continued conversion of long-term residential housing into visitor accommodation is contributing to reduced rental availability, rising rental costs, and the displacement of stable local residents from established residential communities.

In this instance, the proposed accommodation is located within a closely positioned residential unit setting with shared access and mature aged people. I believe the property is unsuitable for transient accommodation use and inconsistent with the quiet residential character of the area.

I respectfully ask Council to carefully consider the cumulative impacts this proposal may have on neighbouring residents, local housing availability, infrastructure suitability, and the broader residential amenity of the community.

For these reasons, I request that the application be refused.

While the concerns raised by the representor are valid, the majority are outside the scope of the planning scheme. Some of the concerns are not dissimilar to those that may result from residential use, such as early or late vehicle movements which may also apply to workers with hours outside the general 9-5, or those who participate in activities before or after work/school etc.

As stated, there are a number of Airbnb style properties in Devonport, likely in excess of 100. As mentioned previously Council does not have a record of complaints regarding such properties, indicating that they generally operate in a manner compatible with adjacent residential uses.

The concerns raised regarding amenity are consistent with those received for similar applications however such concerns have not been borne out once the operation of visitor accommodation has commenced.

The representation does not raise any issues that warrant changes to the proposal or planning permit.

FINANCIAL IMPLICATIONS

No financial implications are predicted, unless an appeal is made against the Council's decision to the Tasmanian Civil and Administrative Tribunal. In such instance, legal counsel will likely be required to represent Council. The opportunity for such an appeal exists as a result of the Council determining to either approve or refuse the permit application.

RISK IMPLICATIONS

In its capacity as a planning authority under the *Land Use Planning and Approvals Act 1993* (LUPAA), Council is required to make a determination on this application for a discretionary planning permit. Due diligence has been exercised in the preparation of this report and there are no predicted risks associated with a determination of this application.

CONCLUSION

The proposal has been assessed by Council's Development and Infrastructure staff and comments have been included as conditions and notes have been included on the permit as required. The proposal satisfies the requirements of the planning scheme and is recommended for approval.

ATTACHMENTS

1. Application PA2026.0076 - Unit 2, 33 Murray Street [4.2.1 - 7 pages]
2. Representation PA2026.0076 - Unit 2, 33 Murray Street [4.2.2 - 3 pages]

4.3 PA2026.0064 - 17 GATENBY DRIVE MIANDETTA - RESIDENTIAL (SINGLE DWELLING AND OUTBUILDING)

Author: **Alex Mountney, Planning & Regulatory Coordinator**

Endorser: **Kylie Lunson, Executive Manager**

RECOMMENDATION

That the Planning Authority, pursuant to the provisions of the *Tasmanian Planning Scheme – Devonport 2020* and section 57 of the *Land Use Planning and Approvals Act 1993*, approve application PA2026.0064 and grant a Permit to use and develop land identified as 17 Gatenby Drive, Miandetta for the following purposes:

- Residential (single dwelling and outbuilding)

Subject to the following conditions:

1. The use and development is to proceed generally in accordance with the submitted plans referenced as Proposed New Dwelling & Shed – Project No: MUR-2607 (REV A, dated 29.04.26) by Murchison Pty Ltd, a copy of which is attached and endorsed as documents forming part of this Planning Permit.
2. The developer is to ensure that all stormwater run-off is managed in accordance with the recommendations contained in the document, *Erosion and Sediment Control - The fundamentals for development in Tasmania* (refer to notes).
3. There is to be no uncontrolled overland flow of stormwater from the proposed development to any of the adjoining properties.

Note: The following is provided for information purposes.

The development is to comply with the requirements of the current National Construction Code. The developer is to obtain the necessary building and plumbing approvals and provide the required notifications in accordance with the *Building Act 2016* prior to commencing building or plumbing work.

In regard to condition 2 - refer to the following link

https://www.derwentestuary.org.au/assets/Best_practice_erosion_and_sediment_control_book.pdf

During the construction or use of these facilities all measures are to be taken to prevent nuisance. Air, noise and water pollution matters are subject to provisions of the *Building Regulations 2016* or the *Environmental Management and Pollution Control Act 1994*.

Permitted hours of demolition/construction work are Monday to Friday from 7am - 6pm, Saturday from 9am - 6pm and Sunday and statutory holidays from 10am - 6pm.

No burning of any waste materials (including cleared vegetation) is to be undertaken on site. Any waste material is to be removed and disposed of at a licensed refuse waste disposal facility.

The developer is liable for all costs associated with the repair of damage to Council infrastructure and assets resulting from non-compliance with the conditions of the Planning Permit and any by-law or legislation relevant to the development activity on the site. Damage may also include the undertaking of unauthorised works to Council infrastructure such as driveways, footpaths and stormwater infrastructure.

The developer may also be liable for all reasonable costs associated with the

enforcement of compliance with the conditions, by-laws and legislation relevant to the development activity on the site.

In regard to condition 2 the applicant should contact Council's Infrastructure & Works Department – Ph 6424 0511 with any enquiries.

General enquiries regarding this permit (including notes) can be directed to Council's Development Services Department – Ph 6424 0511.

RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

2.1 Council's Planning Scheme facilitates appropriate property use and development

SUMMARY

The purpose of this report is to enable Council, acting as a Planning Authority to make a decision regarding planning application PA2026.0064.

BACKGROUND

Planning Instrument:	<i>Tasmanian Planning Scheme – Devonport 2020</i>
Address:	17 Gatenby Drive, Miandetta
Applicant:	Murchison Pty Ltd
Owner:	Murchison Pty Ltd
Proposal:	Residential (single dwelling and outbuilding)
Existing Use:	Vacant land
Zoning:	General Residential
Decision Due:	Initial decision due 18/06/2026. Extension of time granted to 22/06/2026

SITE DESCRIPTION

The site comprises an internal vacant lot located on the southern side of the Gatenby Drive cul-de-sac head. The lot has an area of 1368m² and features a gentle slope falling from south to north.

The site is surrounded by a mix of uses, including residential development to the east, the TasNetworks Depot to the south and the Homemaker Centre to the west (the site directly adjoins the Bunnings tenancy).

Figure 1 provides an aerial image of the subject site and surrounding locality, Figure 2 contains a copy of the property title and Figures 3-4 show various images of the site.



Figure 1 – Aerial image of the site, outlined in blue, and the surrounding locality (DCC, 2025)

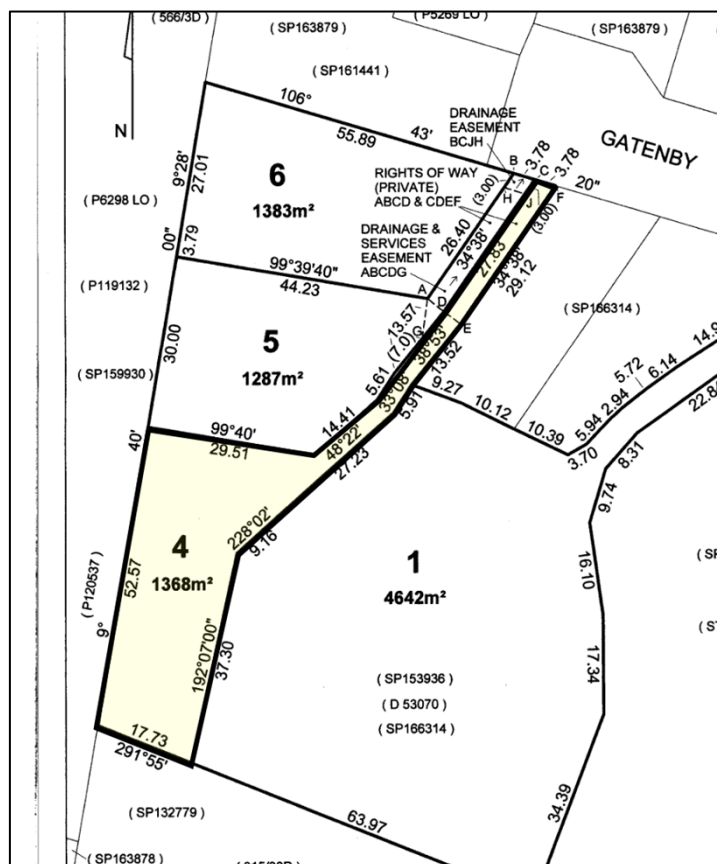


Figure 2 – Title Plan of subject site 167127/4 (LIST, 2014)



Figure 3 – Image of the site frontage looking from Gatenby Drive (DCC, 2026)



Figure 4 – View of the site looking north from the internal frontage boundary (DCC, 2026).

APPLICATION DETAILS

The application seeks approval for the construction of a single dwelling and an outbuilding on the site.

The proposed dwelling will have a site area of just under 212m² and will include a double garage, three bedrooms, and other standard rooms typically associated with a residential dwelling. External finishes will comprise a mix of cladding materials and a Colorbond roof. The maximum (apex) building height is approximately 5.8m.

The outbuilding is proposed to be located to the south of the dwelling. It will be L-shaped with a total floor area of approximately 180m². The structure will include amenity facilities and two roller doors. It is to be prefabricated, with a wall height of 3m and a maximum (apex) height of 3.7m.

Figure 5 shows the site plan, Figure 6 shows the floor plan of the dwelling, Figure 7 shows the floor plan of the outbuilding and Figures 8–9 show the respective east elevations of the development.

A full copy of the application is appended to this report as **Attachment 1**.

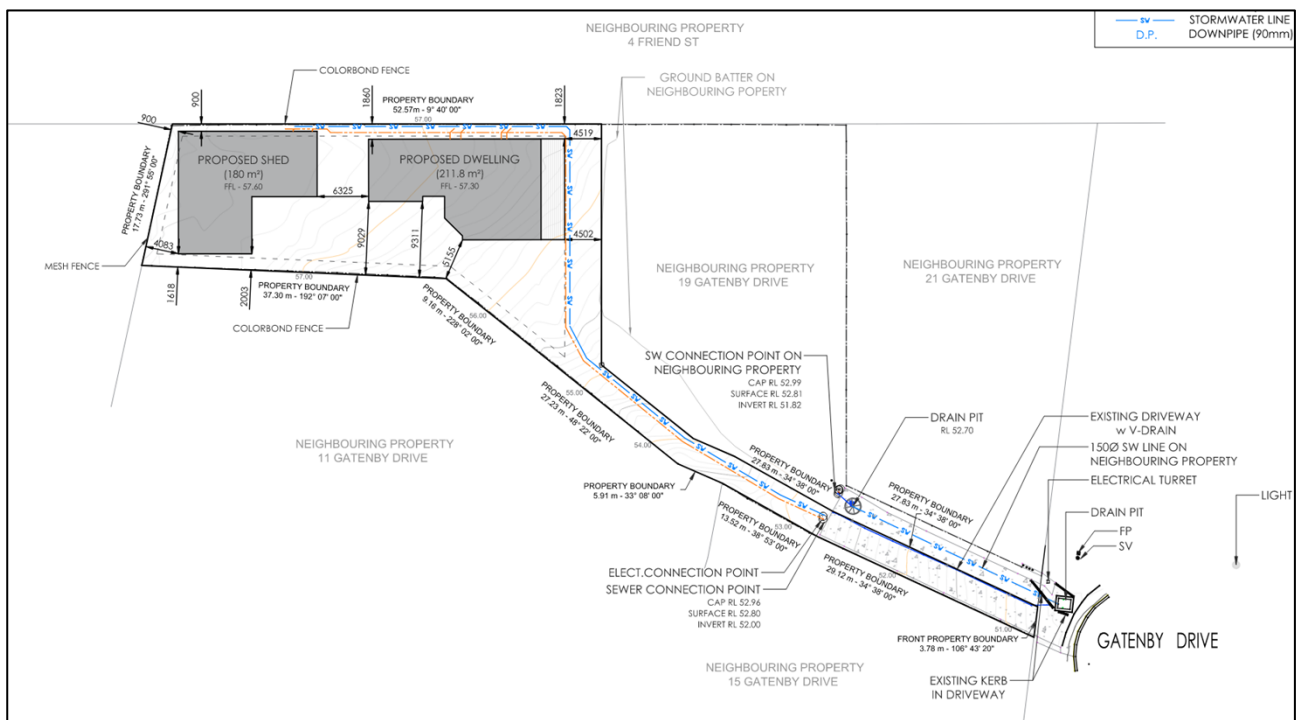


Figure 5 – Site plan (Murchison Pty Ltd, 2026)

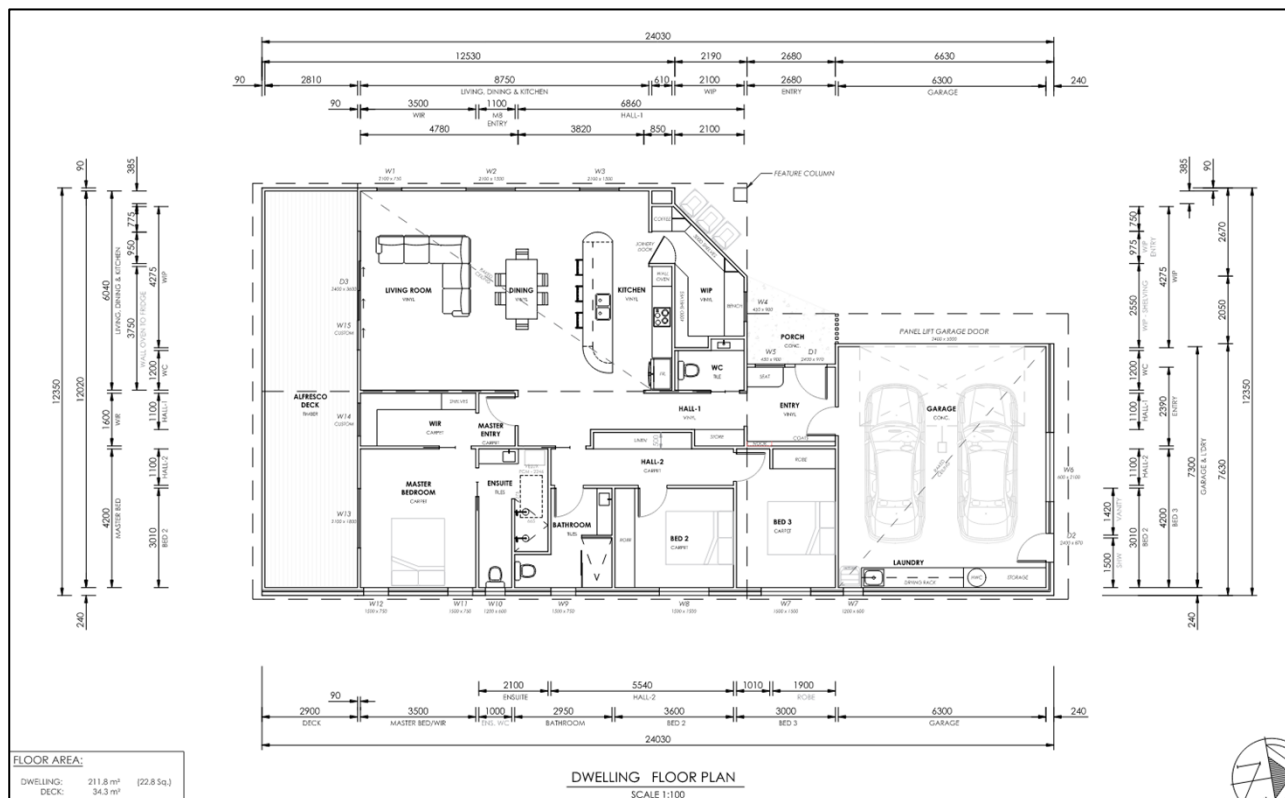


Figure 6 – Dwelling floor plan (Murchison Pty Ltd, 2026)

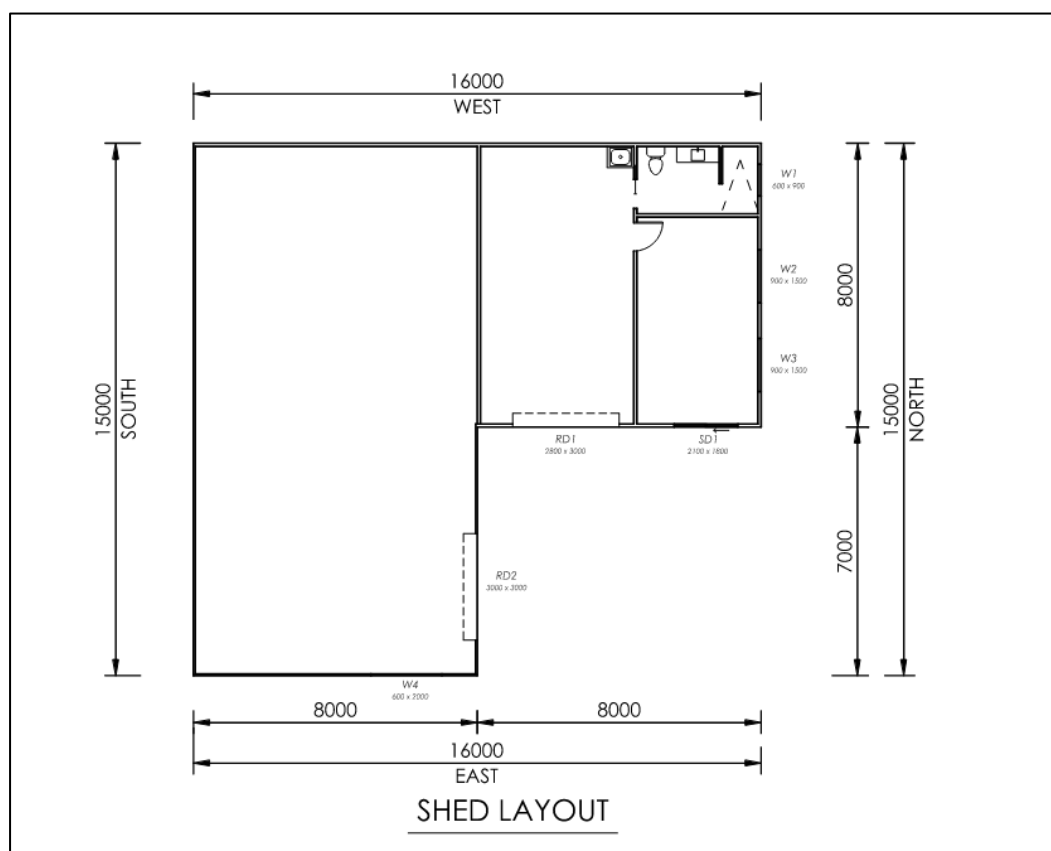


Figure 7 – Shed floor plan (Murchison Pty Ltd, 2026)

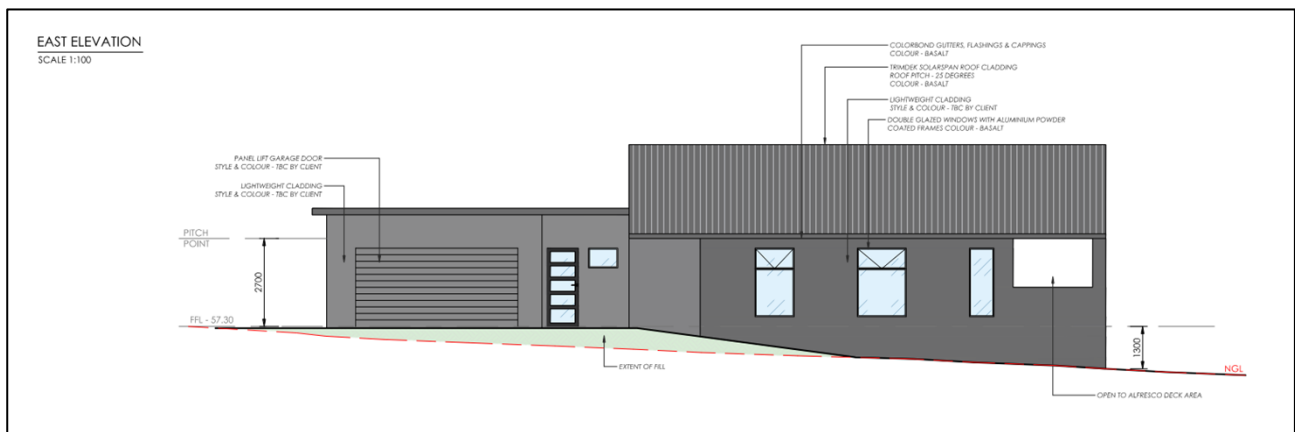


Figure 8 – Dwelling east elevation (Murchison Pty Ltd, 2026)

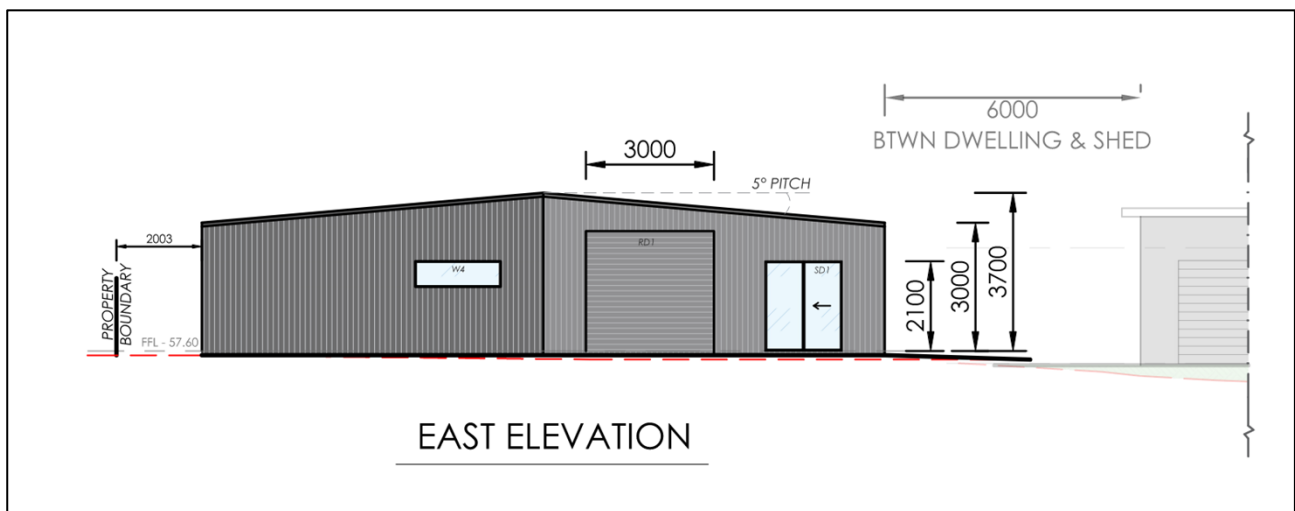


Figure 9 – Outbuilding east elevation (Murchison Pty Ltd, 2026)

PLANNING ISSUES

The land is zoned General Residential under the *Tasmanian Planning Scheme - Devonport 2020*. The purpose of the zone is as follows:

- 8.1.1 To provide for residential use or development that accommodates a range of dwelling types where full infrastructure services are available or can be provided.
- 8.1.2 To provide for the efficient utilisation of available social, transport and other service infrastructure.
- 8.1.3 To provide for non-residential use that:
 - (a) primarily serves the local community; and
 - (b) does not cause an unreasonable loss of amenity through scale, intensity, noise, activity outside of business hours, traffic generation and movement, or other off site impacts.
- 8.1.4 To provide for Visitor Accommodation that is compatible with residential character.

Under the Use Table for the General Residential Zone, a single dwelling (including an associated outbuilding) is categorised as No Permit Required. However, where the development does not meet the relevant acceptable solutions, a planning permit may be sought under section 57 of the Act.

In this case, the outbuilding associated with the single dwelling does not comply with clause 8.4.2 A3 (b)(ii) for the following reason:

- the wall length along the western side boundary exceeds 9m (15m proposed) and is located within 1.5m of the side boundary (0.9m setback proposed).

A copy of this clause is shown below followed by assessment.

General Residential Zone

8.4.2 Setback and building envelope for all dwellings

Objective: The siting and scale of dwellings: (a) provides reasonably consistent separation between dwellings and their frontage within a street; (b) provides consistency in the apparent scale, bulk, massing and proportion of dwellings; (c) provides separation between dwellings on adjoining properties to allow reasonable opportunity for daylight and sunlight to enter habitable rooms and private open space; and (d) provides reasonable access to sunlight for existing solar energy installations.	
Acceptable Solutions	Performance Criteria
A3 A dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions that extend not more than 0.9m horizontally beyond the building envelope, must: (a) be contained within a building envelope (refer to Figures 8.1, 8.2 and 8.3) determined by: i. a distance equal to the frontage setback or, for an internal lot, a distance of 4.5m from the rear boundary of a property with an adjoining frontage; and ii. projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above existing ground level at the side and rear boundaries to a building height of not more than 8.5m above existing ground level; and (b) only have a setback of less than 1.5m from a side or rear boundary if the dwelling: i. does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining property; or ii. does not exceed a total length of	P3 The siting and scale of a dwelling must: (a) not cause an unreasonable loss of amenity to adjoining properties, having regard to: i. reduction in sunlight to a habitable room other than a bedroom) of a dwelling on an adjoining property; ii. overshadowing the private open space of a dwelling on an adjoining property; iii. overshadowing of an adjoining vacant property; or iv. visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining property; (b) provide separation between dwellings on adjoining properties that is consistent with that existing on established properties in the area; and (c) not cause an unreasonable reduction in sunlight to an existing solar energy installation on: i. an adjoining property; or ii. another dwelling on the same site.

9m or one third the length of the side boundary (whichever is the lesser).	
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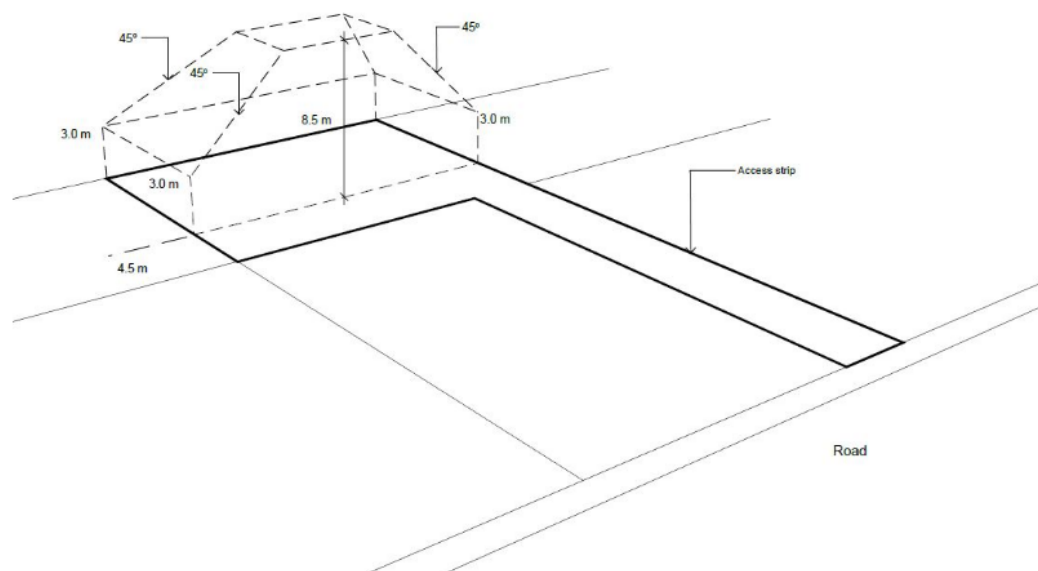


Figure 8.3 Building envelope for internal lots as required by clause 8.4.2 A3(a) and clause 8.5.1 A2(a)

P3 - The location of the setback variation is adjacent to the Homemaker Centre (Bunnings tenancy). As a result, the variation does not impact adjoining residential properties, which are located to the east of the outbuilding, and their amenity is maintained. The proposed setback is also consistent with the established character of the area, where a number of outbuildings are constructed close to side boundaries, including examples at 5 Fossey Place and 3 and 6 Cowle Court.

For the reasons outlined above, it is considered that the proposal satisfies the performance criteria of clause 8.4.2 P3 as the variation does not result in unreasonable impacts on adjoining residential properties and is consistent with the established character of the area.

The single dwelling and outbuilding satisfy the remaining design standards of the General Residential Zone at the acceptable solutions level and no further assessment is required.

The site is affected by the following mapped code overlays:

- Airport Obstacle Limitation Area (Safeguarding of Airports Code); and
- Priority Vegetation Area (Natural Assets Code).

In this case, the development is well below the prescribed Airport Obstacle Limitation Area threshold of 155.1m AHD.

The Priority Vegetation Area overlay only applies within the General Residential Zone where an application is for subdivision.

As the proposal does not trigger the relevant provisions of these overlays, no further assessment is required.

All other codes are either exempt or capable of complying with the acceptable solutions.

For example, the dwelling provides two on-site parking spaces, which satisfies the requirements of Table C2.1 – *Parking Space Requirements* under the Parking and Sustainable Transport Code.

COMMUNITY ENGAGEMENT

On 07/05/2026, Council received an application for the above development. Under Section 57(3) of the *Land Use Planning and Approvals Act 1993*, the Planning Authority must give notice of an application for a permit. As prescribed at Section 9(1) of the *Land Use Planning and Approvals Regulations 2014*, the Planning Authority fulfilled this notification requirement by:

- (a) Advertising the application in *The Advocate* newspaper on 13/05/2026;
- (b) Making a copy of the proposal available in Council Offices from the 13/05/2026;
- (c) Notifying adjoining property owners by mail on 11/05/2026; and
- (d) Erecting a Site Notice for display from the 12/05/2026.

The period for representations to be received by Council closed on 27/05/2026.

REPRESENTATIONS

One representation was received within the prescribed 14 day public scrutiny period required by the *Land Use Planning and Approvals Act 1993*.

The representation was submitted by the body corporate manager, North West Group Tasmania Pty Ltd, on behalf of the three strata-titled units at 21 Gatenby Drive (north of the subject site). A copy of the representation is appended to this report as **Attachment 2**.

The representation can be summarised as follows:

- The body corporate for 21 Gatenby Drive raises concerns about ongoing stormwater runoff from 17 and 19 Gatenby Drive, linked to previous earthworks and stockpiled materials.
- The runoff is impacting neighbouring properties, and prior attempts to engage the owner (including providing mitigation recommendations) have received no response.
- While not objecting to the development, they request Council impose conditions to address stormwater issues, noting independent reports are being obtained and unresolved matters may lead to legal action.

Officer Evaluation: Clause 6.10 of the planning scheme states the following when the Planning Authority considers a representation:

*In determining an application for a permit for use or development, the planning authority is required to consider all relevant matters under section 51(2) of the Act. In addition, the authority must have regard to all applicable standards and requirements of the planning scheme, **as well as any representations received in accordance with section 57(5) of the Act. Where discretion is exercised, representations are to be considered only insofar as they are relevant to the particular matter under consideration.***

In this instance, the Planning Authority is exercising discretion under Clause 8.4.2 (P3) – *Setbacks and building envelope for all dwellings* within the General Residential Zone. The representation does not raise concerns in relation to this clause and, as such, no changes to the proposed design are considered necessary in response.

However, the Planning Authority may include conditions on a permit relating to stormwater and associated matters in accordance with Clause 6.11.2 (g) of the planning

scheme. Conditions will be imposed requiring appropriate management of stormwater runoff. Detailed design and certification of stormwater infrastructure will be assessed at the subsequent stage of the statutory process, being the building approval under the *Building Act 2016*.

It is anticipated that the proposed development will incorporate formal stormwater management measures, resulting in an improvement over the existing situation.

DISCUSSION

The application has been referred internally to Council departments with an interest in planning applications. Feedback received has been included as conditions or notes where appropriate.

FINANCIAL IMPLICATIONS

No financial implications are predicted, unless an appeal is made against the Council's decision to the Tasmanian Civil and Administrative Tribunal. In such instance, legal counsel will likely be required to represent Council. The opportunity for such an appeal exists as a result of the Council determining to either approve or refuse the permit application.

RISK IMPLICATIONS

In its capacity as a Planning Authority under the *Land Use Planning and Approvals Act 1993* (LUPAA), Council is required to make a determination on this application for a discretionary planning permit. Due diligence has been exercised in the preparation of this report and there are no predicted risks associated with a determination of this application.

CONCLUSION

The application for a single dwelling and outbuilding at 17 Gatenby Drive is recommended for conditional approval.

ATTACHMENTS

1. Application PA2026.0064 - 17 Gatenby Drive [**4.3.1** - 13 pages]
2. Representation PA2026.0064 - 17 Gatenby Drive [**4.3.2** - 2 pages]

5 REPORTS

5.1 ANNUAL PLAN AND BUDGET ESTIMATES

Author: **Nadine Maggs, Finance Manager**

RECOMMENDATION

A. ANNUAL PLAN

That in accordance with section 71 of the *Local Government Act 1993* (as amended) Council adopts the Annual Plan for the financial year ending 30 June 2027 and instructs the Chief Executive Officer to:

- (a) make a copy of it available for public inspection at the Council's Offices and on the website; and
- (b) provide a copy of it to the Director of Local Government and to the Director of Public Health.

B. ANNUAL ESTIMATES (REVENUE AND EXPENDITURE)

That:

- (a) in accordance with section 82 of the *Local Government Act 1993*, the Council by absolute majority adopts the estimates of revenue and expenditure (excluding estimated capital works) for the 2026/27 financial year as detailed in the Annual Plan;
- (b) in accordance with section 82(6) of the Act the Council, by absolute majority, authorises the Chief Executive Officer to make minor adjustments up to \$75,000 to any individual estimate item (including capital works) as deemed necessary during the 2026/27 financial year provided that the total of the Estimates remains unaltered.

C. RATES AND CHARGES 2026/27

That Council makes the following General Rate, Service Rates and Service Charges under the provisions of the *Local Government Act 1993* and the *Fire Services Act 1979* for the financial year 1 July 2026 to 30 June 2027 in respect to land in the municipal area which is separately valued under the *Valuation of Land Act 2001*.

Definitions and Interpretations

Unless the context otherwise requires, in the following resolutions, words and expressions defined in the *Local Government Act 1993* have the same meaning as they have in that Act.

Unless the context otherwise requires, in the following resolutions, the following words and expressions have the meaning set out below:

'Act' means the *Local Government Act 1993*;

'AAV' means the assessed annual value as determined by the Valuer-General under the *Valuation of Land Act 2001* and adjusted under the Act;

'land' means a parcel of land which is shown as being separately valued in the valuation list prepared under the *Valuation of Land Act 2001*;

'land used for primary production' means all land used or predominantly used for primary production and includes all land coded 'L' in the valuation list;

'land used for residential purposes' means all land used or predominately used for residential purposes and includes all land coded 'R' in the valuation list;

'municipal area' means the valuation district of the Council under the Valuation of Land Act 2001;

'non-used land' means all land coded 'V' in the valuation list;

'supplementary valuation' means a supplementary valuation made under the *Valuation of Lands Act 2001*.

'tenancy' means a portion of land which the Valuer-General has determined is capable of separate occupation and so has separately determined the AAV of that portion, pursuant to section 11(3)(c) of the *Valuation of Land Act 2001*; and

'valuation list' means, in respect of the financial year, the valuation list, supplementary valuation list or particulars of adjustment factors provided to the Council by the Valuer-General under section 45 of the *Valuation of Land Act 2001*.

1. RATES RESOLUTION- PART 1 (A)

Pursuant to sections 90 and 91 of the *Local Government Act 1993*, the Council makes a General Rate ("the General Rate") in respect of all rateable land (except land which is exempt pursuant to section 87 of the *Local Government Act 1993*) consisting of two components being:

- (a) 8.6486 cents in the dollar of assessed annual value (the AAV component);
- (b) a fixed charge of \$350 on all land or tenancy.

2. RATES RESOLUTION – PART 1(B)

Pursuant to section 107 of the *Local Government Act 1993*, the Council by absolute majority hereby declares that the AAV component of the General Rate (as previously made) varies for land within the municipal area which is used or predominantly used for residential purposes to 6.4865 cents in the dollar of assessed annual value of such rateable land.

3. RATES RESOLUTION PART 1(C)

Pursuant to section 88A of the *Local Government Act 1993*, the Council determines by absolute majority:

- (a) and declare a maximum percentage increase in the General Rate for land within the municipal area which is separately assessed and is used or predominately used for residential purpose of 15 per cent
- (b) to qualify for the maximum increase cap in subparagraph (a), the rateable land must not have been subjected to a supplementary valuation issued by the Valuer-General during the period from 1 July 2025 to 30 June 2026.

4. RATES RESOLUTION PART 1(D)

Pursuant to section 88A of the *Local Government Act 1993*, the Council determines by absolute majority:

- (a) and declare a maximum percentage increase in the General Rate for land within the municipal area which is separately assessed and is used or predominately used for primary production of 15 per cent;
- (b) to qualify for the maximum increase cap in subparagraph (a), the rateable land must not have been subjected to a supplementary

valuation issued by the Valuer-General during the period from 1 July 2025 to 30 June 2026.

5. RATES RESOLUTION PART 1(E)

Pursuant to section 88A of the *Local Government Act 1993*, the Council determines by absolute majority:

- (a) and declare a maximum percentage increase in the General Rate for land within the municipal area which is separately assessed and is used or predominately used as vacant land of 50 per cent;
- (b) to qualify for the maximum increase cap in subparagraph (a), the rateable land must not have been subjected to a supplementary valuation issued by the Valuer-General during the period from 1 July 2025 to 30 June 2026.

6. RATES RESOLUTION – PART 2

6.1 Pursuant to section 94 of the *Local Government Act 1993*, the Council makes the following service charges for land within the municipal area (including land which is otherwise exempt from rates pursuant to section 87, but excluding land owned by the Crown to which Council does not supply any of the following services) for the period 1 July 2026 to 30 June 2027:

- (a) a waste management service charge of \$375 upon all land or tenancy to which Council supplies or makes available a kerbside collection service ("the Waste Management Service Charge").
- (b) Pursuant to section 94(3) of the *Local Government Act 1993* (Tas) the Council by absolute majority makes a service charge for waste management services to offset a levy payable by the Council to the State Government under the *Waste and Resource Recovery Act 2022* (a Waste Management Levy Offset Service Charge) of \$39 upon all land or tenancy to which the Council supplies or makes available a kerbside collection service.

6.2 Pursuant to section 107 of the *Act*, the Council by absolute majority declares that the Waste Management Service Charge and the Waste Management Levy Offset Service Charge is varied by reference to the use or predominant use of land as follows:

- (a) for all land which is used or predominately used for any purpose other than residential or primary production to which Council supplies or makes available a kerbside collection service the Waste Management Service Charge is varied to \$1,125;
- (b) for all land which is used or predominately used for any purpose other than residential or primary production to which Council supplies or makes available a kerbside collection service the Waste Management Levy Offset Service Charge is varied to \$117;
- (c) for all land which is non-used land the Waste Management Service Charge and Waste Management Levy Offset Service Charge is varied to \$0.00;
- (d) for all land which is used or predominately used for primary production and not containing a residential dwelling the Waste Management Service

Charge and the Waste Management Levy Offset Service Charge is varied to \$0.00.

7. RATES RESOLUTION – PART 3

Pursuant to section 93A of the *Local Government Act 1993* and the provisions of the *Fire Service Act 1979* (as amended), the Council makes the following rates for land within the municipal area for the period 1 July 2026 to 30 June 2027:

- (e) a Devonport Urban Fire District Rate of 1.1635 cents in the dollar of assessed annual value, subject to a minimum amount of \$52 in respect of all rateable land within the Devonport Urban Fire District.
- (f) a Forth/Leith Fire District Rate of 0.31699 cents in the dollar of assessed annual value, subject to a minimum amount of \$52 in respect of all rateable land within Forth/Leith Fire District.
- (g) a General Land Fire Rate of 0.25865 cents in the dollar of assessed annual value, subject to a minimum amount of \$52 in respect of all rateable land within the municipal area, which is not within the Devonport Urban Fire District, or the Forth/Leith Fire District.

8. SEPARATE LAND

In relation to all rates and charges for the 2026/27 year, as previously made, for the purpose of these resolutions the rates and charges shall apply to each parcel of land which is shown as being separately valued in the valuation list prepared under the *Valuation of Land Act 2001*.

9. ADJUSTED VALUES

For the purposes of each of these resolutions any reference to assessed annual value includes a reference to that value as adjusted pursuant to sections 89 and 89A of the *Local Government Act 1993*.

10. PAYMENT OF RATES AND CHARGES

Pursuant to section 124 of the *Local Government Act 1993*, the rates for 2026/27 shall be payable in four instalments, the dates by which the rates are due to be paid are:

First Instalment	31 August 2026
Second Instalment	31 October 2026
Third Instalment	28 February 2027
Fourth Instalment	30 April 2027

Where a ratepayer fails to pay any instalment within 21 days from the date on which it is due, the ratepayer must pay the full amount owing.

Penalties

Pursuant to section 128 of the *Local Government Act 1993*, if any rate or instalment is not paid on or before the date it falls due, a penalty of 5% of the unpaid instalment or part thereof, shall be applied except:

- (a) where the ratepayer has adhered to an approved payment arrangement plan and the total rates are paid in full by 30 April 2027; and
- (b) where the ratepayer has an approved bank direct debit payment arrangement.

Supplementary Rates

- (a) Pursuant with sections 89A, 92 and 109N of the *Local Government Act 1993* if a supplementary valuation is made of any land prior to 30 June 2027, the Chief Executive Officer (being the General Manager as appointed by Council pursuant to section 61 of the *Local Government Act 1993*) ("the CEO") may at their discretion adjust the amount payable in respect of any or all rates for that land for that financial year in line with the new valuation; and
- (b) If a rates notice is issued by the CEO under sub-clause (a), the amount shown as payable on that notice is due to be paid in accordance with the remaining instalments or within 30 days of the date on which that notice is issued, whichever is the latter.

D. CAPITAL WORKS PROGRAM

That Council pursuant, to section 82 of the *Local Government Act 1993* adopts the Capital Works Program for the 2026/27 financial year as detailed and note the 10-year Forward Capital Program.

E. FEES AND CHARGES

That in accordance with section 205 of the *Local Government Act 1993*, Council adopts the Fees and Charges Schedule for the 2026/27 financial year as detailed.

RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

5.3 Council looks to employ best practice governance, risk and financial management

SUMMARY

The purpose of this report is to present Council with the Annual Plan and Budget Estimates for the 2026/27 financial year, which in turn will allow Council to set the rates and charges to apply for the period 1 July 2026 to 30 June 2027.

BACKGROUND

Council has developed the 2026/27 budget, capital works and fees and charges (as per attached documents) over the past few months, with Councillors participating through both virtual online formats and in face-to-face workshops.

The draft Annual Plan and Budget Estimates information was circulated to Council's Audit Panel and was discussed at the Audit Panel meeting on 1 June 2026.

The draft Annual Plan and Budget Estimates document is attached to this report. Once adopted, the document will be available for public viewing on the Council's website and at the paranple centre.

STATUTORY REQUIREMENTS

Section 82 of the *Local Government Act 1993* (the Act) requires the Chief Executive Officer to prepare estimates of Council's revenue and expenditure for each financial year. Estimates are to contain details of the estimated:

- (a) revenue of the Council;
- (b) expenditure of the Council;
- (c) borrowings by the Council; and
- (d) capital works of the Council.

Section 71 of the Act requires Council to adopt an Annual Plan each year. The Annual Plan is to be:

- (a) consistent with the strategic plan; and*
- (b) include a statement of the manner in which the Council is to meet the goals and objectives of the strategic plan; and*
- (c) include a summary of the estimates adopted under section 82; and*
- (d) include a summary of the major strategies to be used in relation to the Council's public health goals and objectives.*

Part 9 of the Act provides Council with the ability to determine the Rates and Charges to be applied to properties within its municipal area. The Act requires that rates must be set by Council, by absolute majority, not earlier than 1 June and not later than 31 August.

Amendments to the Act in 2013 identified the following principles in relation to making or varying rates:

86A. General principles in relation to making or varying rates:

- (1) A council, in adopting policies and making decisions concerning the making or varying of rates, must take into account the principles that –*
 - (a) rates constitute taxation for the purposes of local government, rather than a fee for a service; and*
 - (b) the value of rateable land is an indicator of the capacity of the ratepayer in respect of that land to pay rates.*
- (2) Despite subsection (1), the exercise of a council's powers to make or vary rates cannot be challenged on the grounds that the principles referred to in that subsection have not been taken into account by the council.*

DISCUSSION

The Annual Plan is an important part of Council's reporting requirements. The Annual Plan includes the Budget Estimates and other statutory reporting requirements. It outlines the Council's plans for the ensuing year which are then reported against in the Annual Report. The document is a key part of Council's Strategic Planning Framework (refer table below).



The Annual Plan clearly outlines the initiatives that the Devonport City Council will undertake in the next 12 months. The focus will primarily be on completing the priorities and commitments established through the Council's Term Plan 2022- 26. The Term Plan is aimed at realising Devonport's strategic vision of being *"a thriving regional city that lives lightly by river and sea"*. Additionally, the Annual Plan recognises the next 12 months as a transitional year, with a caretaker period, election of a new Council, followed by an induction process and the planning of priorities for the next four-year council term.

The 2026/27 Annual Plan and Budget Estimates have been prepared taking into consideration the current economic environment. The local Devonport economy has remained buoyant, however it can't be assumed this will continue and Council is focused on continued investment in initiatives and projects which generate economic growth and opportunity.

On the back of rate base growth and a forecast solid 2025/26 result, Council has again been able to produce a responsible 2026/27 budget. This ensures the continuity of important community services, the renewal and upgrading of community infrastructure and provides for further investment in new capital projects, all whilst achieving sustainability targets in Council's 10-year financial strategy.

This budget aligns with the established parameters of the long-term financial management strategy, including net operating surplus, adequate asset renewal funding and responsible rate increases.

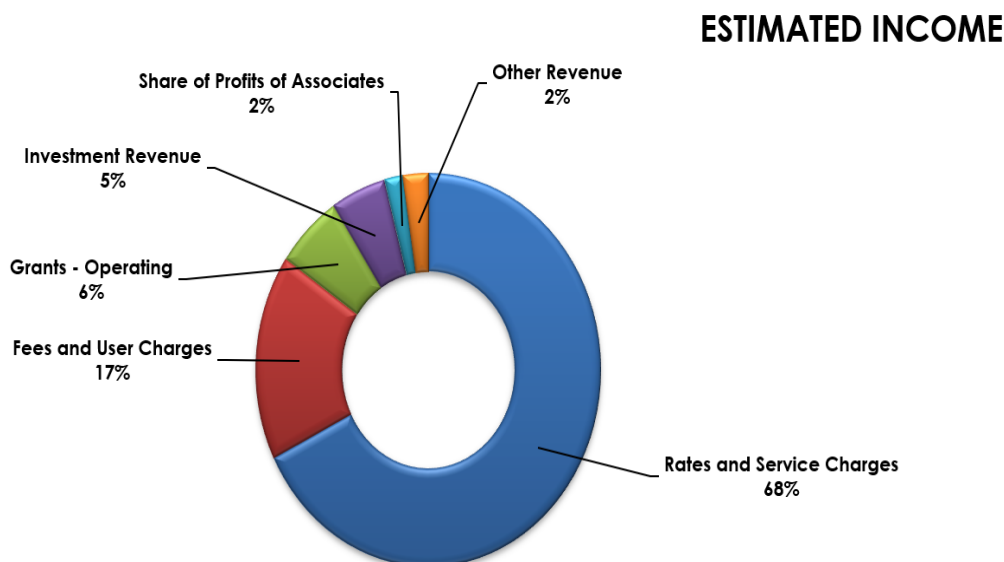
Operational Budget

From an operating budget perspective, total income for 2026/27 is estimated at \$59.34 million with expenditure of \$58.01 million resulting in a budgeted nett operating surplus of \$1.33 million. It should be noted that the estimated income includes \$1.02 million for the anticipated share of profit in associates accounted for by the equity method from Council's 43.45% ownership in the Dulverton Regional Waste Management Authority (DRWMA). This return is predominantly a non-cash item and varies from year to year. Whilst the income will be included in Council's financial statements, it is considered prudent to

balance the budget without reliance on this income. Removal of the DRWMA profit share from the budget results in an operating surplus of \$307,598.

Excluding the DRWMA return, income increases by \$4.67 million on the previous year budget and \$2.61 million on the current forecast. The increases are reflected reasonably consistently across most of the key income sources.

The following graph shows the various sources of Council revenue, the majority of which is derived from rates and service charges.

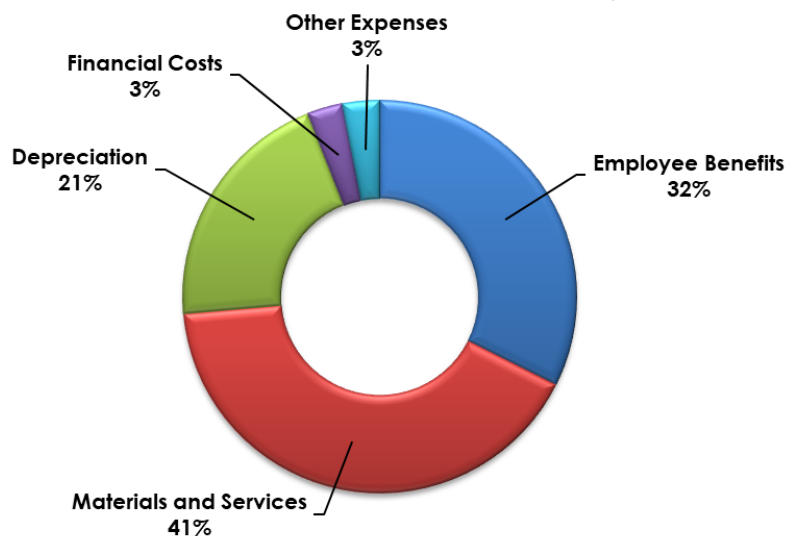


Overall expenditure is up \$4.55 million on the previous year's budget and \$3.91 million on current forecasts. Estimates of employee costs have increased due to increases as per the Enterprises Bargaining Agreement, and an increase of 1.57 in full time equivalent staff numbers. Materials and services have also increased due to inflationary pressure on essentials such as building materials and increasing contractor rates, along with fuel increases and fuel surcharges. Increases for levies and taxes relate to the State Government land tax, fire and waste levies. Finance costs are increasing due to a refinancing of matured loans. The 2026/27 budgeted expenditure also includes funding to provide Council the opportunity to support major community events and to attract interstate conferences.

There are no new loan borrowings in the 2026/27 budget, with debt forecast to reduce to \$36.7 million by the end of the financial year.

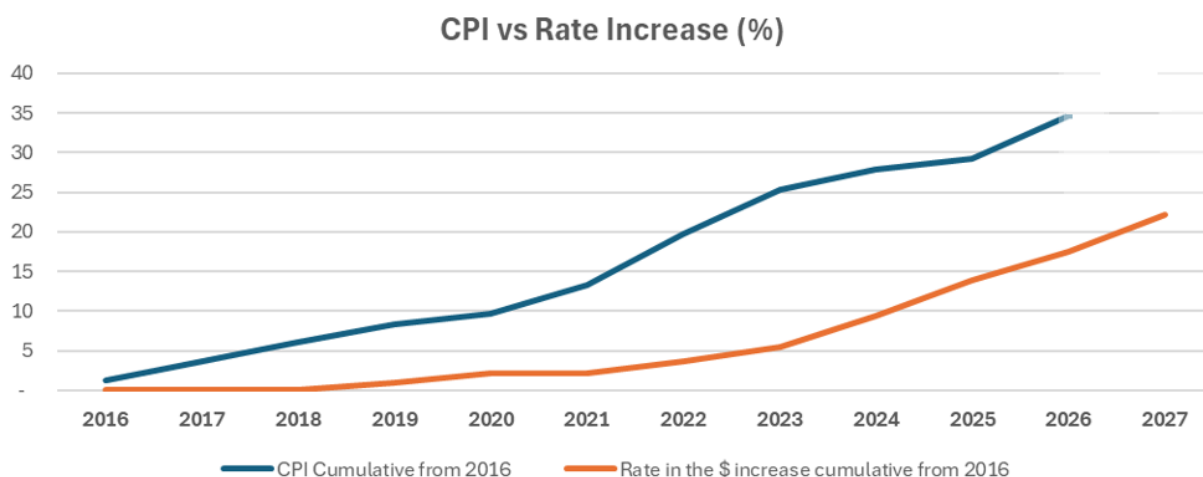
The following graph shows the make-up of estimated expenditure in percentage terms.

ESTIMATED EXPENDITURE



Rates

Council is experiencing inflationary pressure in material and contract prices, particularly as multiyear contracts and agreements are renewed and fuel prices remain high. However consistent with the practice over the last decade, Council's strong financial position has allowed rate increases to be both minimised and phased in. This has avoided price shocks during periods of high inflation as detailed in the graph below which compared Hobart CPI increases with Council's General Rate over the 10-year period. Importantly, this real term rate reduction over the decade has not limited Council's ability to invest in the City but rather has coincided with a period of significant growth and development through Council's ambitions LIVING CITY strategy.



This year, the General Rate will increase by 4.75%, slightly under the most recently available Hobart CPI figure of 5.0% (12 months to April).

Being four years since the cyclical revaluation in 2022, all properties are subject to an AAV Adjustment factor, issued by the Valuer-General and of which Council is obligated to apply.

Based on these adjustment factors, the residential and vacant land categories experienced stronger property value growth in comparison to commercial, industrial and

primary production categories. Whilst this does not impact the total rates collected by Council, it does impact how much specific properties pay, with the rate burden shifting proportionately towards the residential and vacant land use categories and away from the other categories.

In dollar terms for the average residential property (AAV of \$21,248) the 4.75% represents an annual increase in the General Rate of \$152. Along with a \$25 increase to the Waste Management Service charge and increases to the State Government Fire and Waste Levies, the total increase equates to \$3.23 per week, for the average residential property.

Council previously introduced change caps of 15% for residential and primary production properties and 50% for vacant land. Whilst they will only apply to a very small percentage of properties (1.26% of all properties) the caps have been retained for the 2026/27 financial year.

Fees & Charges

In 2026/27, the State Government Waste Levy will increase by \$24.68 to \$70.56 a tonne. Council incurs this levy on each tonne of landfill waste, whether it be collected at kerbside or from Waste Transfer Station deliveries. As a result, the levy plus annual cost increases will be reflected in a \$39 increase to the combined residential waste management and waste levy offset charge and also through increases to gate fees at the Transfer Station.

Parking fees for 2026/27 will remain at the current level with no increase proposed for either street meters or carpark.

All remaining fees and charges have been reviewed, and some fees have been increased to reflect increased cost of operations.

Fees connected to 'penalty units' will be subject to any change by the State Government to the unit value.

Under the *Fire Services Act 1979*, Council is obligated to collect the Fire Service Levy as determined by the State Fire Commission. Advice has been received confirming that there will be an approximate 4.26% increase to the levy for 2026/27.

Capital Expenditure

The 2026/27 capital expenditure budget totals \$33.5 million in new projects, in addition to approximately \$40 million of works currently funded and underway. In total, Council is expecting to invest over \$73 million into the local construction sector during the 2026/27 financial year, which is well in excess of traditional capital expenditure levels and will provide strong stimulus for the local economy.

Headlining this program is an allocation of \$24 million to continue construction of the new indoor sports stadium at the Devonport Oval.

In addition, other capital funding will ensure important community assets are renewed and maintained with key projects for 2026/27 including:

- \$600,000 for Lillico Road - pavement reconstruction
- \$437,000 for Ronald Street & Nicholls Street new roundabout
- \$400,000 for the Stony Rise Road, Don Road to Lapthorne Close footpath
- \$252,000 for the Steele Street & Sorell Street - Intersection Safety upgrade
- \$240,000 for Tarleton Street - Anchor Drive to Reg Hope Park footpath
- \$240,000 for Palooona Road Safety Barrier West of Ahernes Road
- \$96,000 for Best Street - Shared User Path Crossing upgrades

A summary of capital expenditure across asset class is as follows:

Program Class	Total \$	Renewal \$	New \$	External \$
Transport	\$ 4,650,000	\$ 2,527,000	\$ 2,123,000	\$ 2,265,000
Stormwater	\$ 325,000	\$ 162,500	\$ 162,500	\$ -
Buildings	\$ 26,391,000	\$ 12,754,400	\$ 13,636,600	\$ 21,091,000
Public Open Space and Recreation	\$ 480,000	\$ 332,000	\$ 148,000	\$ -
Fleet Management and Plant	\$ 1,043,500	\$ 964,500	\$ 79,000	\$ 238,575*
Office and IT Equipment	\$ 606,000	\$ 503,500	\$ 102,500	\$ 15,000
Total	\$ 33,495,500	\$ 17,243,900	\$ 16,251,600	\$ 23,609,575

* Contributions to Plant & Fleet Asset Class represent forecast trade value on changeover.

Council's rolling 10-year Forward Capital Program has been updated as a result of the budget deliberations and the current version is provided for noting.

COMMUNITY ENGAGEMENT

Council invited the community to participate in the budget process with a report on the feedback received provided to Council at its March meeting. The suggestions and feedback have been considered by Council and relevant suggestions have been taken into account during the development of the budget and the 10 year forward capital works program.

An Annual Plan document in accordance with legislative requirements has been created to provide an overview of Council priorities for 2026/27.

Detailed financial reports are made publicly available in a digital format and are available on Council website.

FINANCIAL IMPLICATIONS

The development and adoption of the Budget Estimates and Annual Plan is an essential function of Council and is fundamental to the financial viability of the organisation.

RISK IMPLICATIONS

Should the Budget not be approved within the anticipated timeframe, it may impact on the issuing of rates notices and subsequent income generation.

CONCLUSION

Devonport City Council's 2026/27 Annual Plan and Budget aligns with Council's long-term financial parameters. Despite increasing costs and growing inflation, the budget predicts a sound operating and underlying surplus for 2026/27 as well as significant investment in new and existing assets.

The Annual Plan and Budget estimates are presented for adoption.

ATTACHMENTS

1. Annual Plan 2026-27 [**5.1.1** - 6 pages]
2. Annual Plan Budget Reports for Council F Y 2027 [**5.1.2** - 4 pages]
3. Service Unit Summary F Y 2027 [**5.1.3** - 13 pages]
4. Fees & Charges F Y 2027 [**5.1.4** - 10 pages]
5. Capital Works Program 2026-27 - Project Details Final [**5.1.5** - 57 pages]
6. 10 yr Capital Program 2026-35 Final [**5.1.6** - 11 pages]

5.2 TENDER REPORT CB0160 - DEPOT UPGRADE FACILITIES

Author: **Jason Bellchambers, Infrastructure Manager**

Endorser: **Jeffrey Griffith, Deputy Chief Executive Officer**

RECOMMENDATION

That Council, in relation to "Project CB0160 - Depot Upgrade Facilities":

- a) award the contract to VOS Construction & Joinery for the tendered sum of \$1,181,426 (ex GST);
- b) note project design, management and administration costs for the project are estimated at \$83,247 (ex GST); and
- c) note a construction contingency of \$94,514 (ex GST).

RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

2.3 Active asset renewal program and clear infrastructure priorities for funding

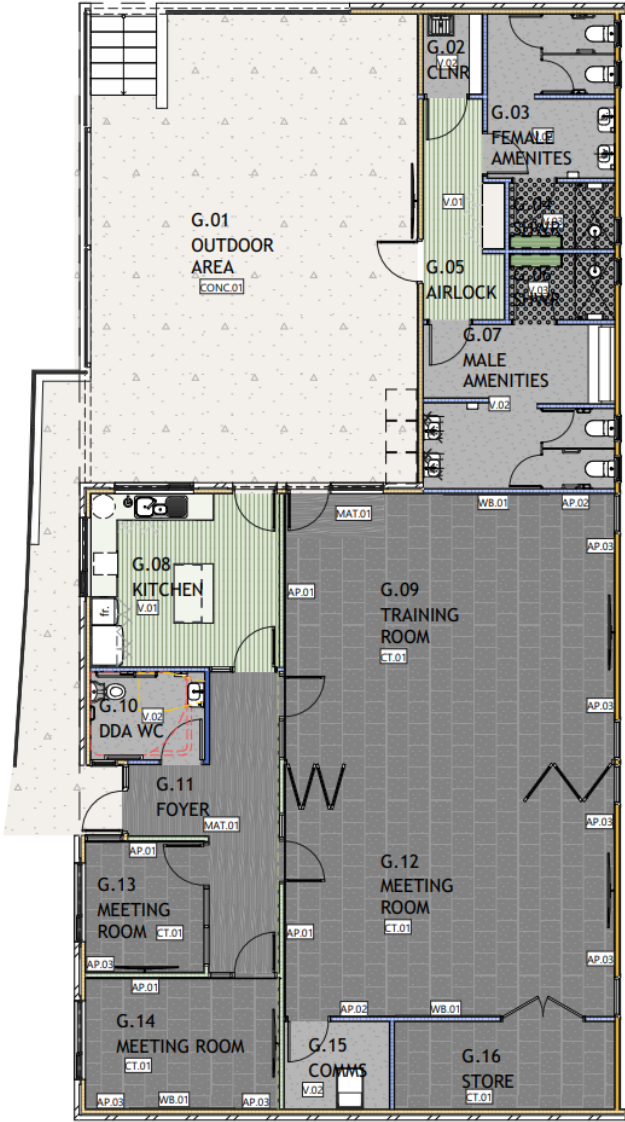
SUMMARY

This report considers tenders received for "Project CB0160 - Depot Upgrade Facilities" listed in the 2025/26 Capital Program and seeks approval to award the contract to VOS Construction & Joinery.

BACKGROUND

The existing amenities facility at the Council Works Depot is ageing and no longer meets operational requirements, particularly given the increase in female employees within the outdoor workforce. There is also no large training room at the depot and any all-staff training sessions or meetings are current held in the civil storage shed.

This project will involve the demolition of the current amenities building and the construction of a new multi-purpose facility. The new building will provide modern, compliant, integrated amenities and meeting spaces, while expanding and future-proofing meeting room capacity to support the broader needs of Council across the organisation. The proposed design floor plan of the new facility is following.



STATUTORY REQUIREMENTS

Council is required to comply with section 333A of the *Local Government Act 1993* and its adopted Code for Tenders and Contracts when considering awarding tenders over the prescribed amount.

DISCUSSION

Five companies submitted tenders, with all submissions conforming and are summarised in Table 1 below.

Table 1

No.	Tenderer	Total Price (ex GST)
1	VOS Construction & Joinery	\$1,181,426
2	Mead Con Building & Civil Contractors	\$1,209,640
3	GLB Construction	\$1,272,223
4	Buildrite Construction & Project Management Pty Ltd	\$1,405,692
5	AJR Construction	\$1,460,851

The Tender Planning and Evaluation Committee has considered each of the selection criteria and assessed VOS Construction & Joinery as the highest overall, offering Council the best value for money. The selection criteria included:

- Relevant experience
- Quality, Safety and Environmental Management
- Methodology
- Price

COMMUNITY ENGAGEMENT

A public advertisement calling for tenders was placed in The Advocate Newspaper on 23rd May 2026 and also advertised on Council's website and via Tenderlink. Thirty-one companies downloaded the tender documents.

FINANCIAL IMPLICATIONS

The 2025-26 capital budget includes an allocation for the project "CB0160 - Depot Upgrade Facilities" of \$600,000, with a proposed budget increase of \$770,000 for the 2026-27 financial year which results in a total project budget of \$1,370,000. A breakdown of the forecast expenditure is shown in Table 2 below.

Table 2

No.	Item	Amount (ex. GST)
1	Depot Upgrade Facilities – Contract Value	\$1,181,426
2	Project Management & Design	\$83,247
3	Construction Contingency	\$94,514
	TOTAL	\$1,359,187
	Budget	\$1,370,000
	Difference	\$10,813

The five tenders submitted were highly competitive between the companies, amid ongoing construction activity throughout the city. This is a positive result for the building construction industry, demonstrating strong industry confidence in Devonport's continued growth.

RISK IMPLICATIONS

To minimise risk, the tender administration processes related to this contract comply with Council's Code for Tenders and Contracts, which was developed to ensure compliance with section 333A of the *Local Government Act 1993*.

CONCLUSION

The Tender Planning and Evaluation Committee recommends awarding the contract for project CB0160 - Depot Upgrade Facilities to VOS Construction & Joinery.

ATTACHMENTS

Nil

5.3 UPDATE OF ENVIRONMENT STRATEGY

Author: **Kate Reilly, Community Services Manager**

Endorser: **Kylie Lunson, Executive Manager**

RECOMMENDATION

That Council adopt the updated Environment Strategy 2025-2030, incorporating seven additional actions focused on weed management.

RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

- 1.1 Devonport is an energy efficient City
- 1.2 Sustainability is promoted and integrated across all sectors
- 1.3 "Living lightly" is promoted and encouraged
- 1.4 Our energy use is reduced
- 1.5 Water is actively conserved and well managed

SUMMARY

This report presents the updated Environment Strategy 2025-2030 following an internal review to strengthen its focus on weed management and seeks Council's endorsement of the revised document.

BACKGROUND

Council adopted the Environment Strategy 2025-2030 (the Strategy) in July 2025.

The Strategy provides a coordinated framework to protect the local environment while supporting a resilient, inclusive and sustainable community. Building on the 2019 Strategy, it responds to current and emerging challenges through clear priorities and practical actions focused on biodiversity, climate resilience and environmental governance. It also aligns with Council's broader vision and highlights the importance of partnerships and community involvement.

It was identified that Council would benefit from better documented weed management processes and systems. In response, Council included an action in its 2025/2026 Annual Plan to develop a Weed Management Strategy and Action Plan.

This report addresses that Annual Plan action.

STATUTORY REQUIREMENTS

There are no statutory requirements in relation to this report.

DISCUSSION

Council's 2025/2026 Annual Plan includes an action to develop a Weed Management Strategy and Action Plan. To inform this work, an internal working group reviewed Council's existing weed management documents and processes and completed a gap analysis. The review identified several actions, and it was ultimately determined that these would be best addressed within the existing Environment Strategy rather than through a separate Weed Management Strategy.

The Strategy has therefore been updated to strengthen its focus on weed management, with seven additional actions added to support this work.

The seven additional actions are:

- Develop and maintain a Council Priority Weed List, reviewed bi-annually and aligned with regional and state declarations.
- Undertake targeted weed control programs in high-value bushland, Council managed land and roadsides, riparian and coastal areas to protect threatened species and habitat corridors.
- Implement weed hygiene standards for Council operations and contractors to prevent the spread of weeds through works and maintenance activities.
- Reduce illegal dumping of green waste and vegetation through education, improved infrastructure and compliance activities.
- Support participation by staff and community in weed prevention and control through education, reporting pathways and volunteer programs.
- Document Weed Management procedures including weed mapping, risk assessment process, works program.
- Clearly communicate roles and responsibilities for weed management across Council, State Government, landholders and the community to support shared understanding and coordinated action.

These actions will be delivered in-house across several Council departments. While Council is already undertaking most of these activities, the review found that some processes are not yet documented and that the work is not being promoted effectively.

An annual status report will be provided to Council outlining progress against each action in the Strategy.

COMMUNITY ENGAGEMENT

No community engagement has been undertaken in the preparation of this report.

FINANCIAL IMPLICATIONS

This report has no financial implications. All actions included in the Strategy will be delivered within the existing operational budget.

RISK IMPLICATIONS

If the Strategy is not updated, Council risks ongoing gaps in documented weed management processes, inconsistent practice across operations, and reduced ability to demonstrate a coordinated approach to biodiversity protection and environmental management. Over time, this may contribute to greater environmental degradation, reduced resilience to climate impacts and higher long-term management costs.

CONCLUSION

The Environment Strategy has been updated to strengthen its focus on weed management, with seven additional actions to be delivered over the life of the Strategy. It is recommended that Council adopt the updated Strategy with immediate effect.

ATTACHMENTS

1. Environment Strategy 2030 [5.3.1 - 23 pages]

5.4 MOTION OF INTENTION TO MAKE A BY-LAW (PARKING)

Author: **Claire Jordan, Executive Coordinator**

Endorser: **Matthew Atkins, Chief Executive Officer**

RECOMMENDATION

That pursuant to section 156(1) of the *Local Government Act 1993*, Council resolves, by absolute majority, that it intends to make a new Parking By-Law for the purpose of regulating and controlling the parking of vehicles both in Council car parks and on highways.

RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

5.3 Council looks to employ best practice governance, risk and financial management

SUMMARY

This report asks Council to pass a resolution pursuant to section 156(1) of its intention to make a Parking By-Law.

The new Parking By-Law will:

1. repeal the Council's current Parking By-Law No.1 of 2023 when the new By-Law is made by Council and commences;
2. update Council's existing By-Law controls to enable off-street parking fees to be paid using alternative methods, including Automatic Number Plate Recognition ("ANPR") and app-based systems such as EasyPark, in line with the *Local Government (Highways) Act 1982*. The current By-Law only allows payment by methods shown on car park signage, such as voucher machines. As voucher machines have now been removed from Council's off-street car parks, they have been replaced by payment stations, app-based payments and ANPR technology; and
3. incorporate controls relating to abandoned vehicles on roads within the municipality.

BACKGROUND

Council at its August 2023 meeting adopted the Parking By-Law No.1 of 2023 (Res. No.23/162).

Subsequently, at its meeting of 23 June 2025, a resolution to amend the Parking By-Law No.1 of 2023 (Res. No 25/106) was unanimously made. The amendment foreshadowed the inclusion of "...the use of vehicle number plates as a payment reference, either at a pay machine or via a parking "App", as an approved method of payment in off street parking".

Legal advice received has indicated that the 23 June 2025 resolution is unlikely to satisfy the requirements of section 156 of the *Local Government Act 1993* ("Act"), because the resolution did not propose a new by-law, only an amendment of the current By-Law.

Advice received further states that due to the nature of the proposed changes, they are unlikely to be considered "amendments". Further, section 154(1) of the Act states that a by-law may be amended by the passing of another by-law.

It is further provided by Council's legal advisor that the degree of change to the existing By-Law, namely the introduction of an alternative method of payment (ANPR and App based payment) and controls surrounding abandoned vehicles, provides a degree of

change that will require a new Regulatory Impact Statement ("RIS") to be submitted to the Director of Local Government, in order for the Director to issue a Certificate in respect of the by-law under section 156A of the Act. The new RIS will ensure that Council meets its legislative, legal and consultative requirements in relation to the making of by-laws.

The current Parking By-Law is considered legal at the moment, and Council is able to regulate parking under the current By-Law using the new machines and app. The proposed changes will provide clarification. The legal issues raised in this report only relate to the process required to be followed to adopt a by-law.

STATUTORY REQUIREMENTS

Part 11 of the Act confers powers upon a Council to make by-laws.

Section 156 of the Act directs a Council to pass a resolution, by absolute majority, of its intention to make a by-law.

Section 156A(5A) of the Act requires a Council to pass a resolution pursuant to section 156 before submitting a RIS to the Director.

Council's Parking By-Law No.1 of 2023 was made in accordance with:

- a) section 145 of the *Local Government Act 1993* for the purpose of regulating and controlling the use of car parks belonging to or controlled by Council; and
- b) section 100 of the *Local Government (Highways) Act 1982*, for the purpose of prescribing matters relating to Infringement Notices issued under this section.

The proposed By-Law will specifically incorporate reference to, and the controls applicable within, section 170 of the Act, which confers powers on a Council to make a by-law in relation to parking of vehicles on land owned by Council or under its control.

The *Local Government (Highways) Act 1982* confers powers upon Council in relation to the management of highways.

A motion of intention to make a by-law is made in accordance with section 156 of the Act.

DISCUSSION

Council approved parking infrastructure upgrades at the April 2025 meeting (Res. No. 25/67).

Upon the making of the proposed By-Law, and upon its commencement, the proposed By-Law will repeal the Council's Parking By-Law No.1 of 2023.

The proposed By-Law supports modernised payment methods by explicitly including app-based payment methods, such as EasyPark, as valid under the By-Law. Additionally, it supports the replacement of voucher machines with pay machines that require users to enter their number plate number to reference their payment.

The proposed By-Law will be consistent with the *Local Government (Highways) Act 1982*, which regulates on-street parking and permits the use of app-based systems for parking payments.

The proposed By-Law will regulate off-street parking, providing the Council with greater control over payment methods approved and enforceable via the Parking By-Law.

The use of ANPR and app-based parking systems streamlines parking operations by automating vehicle entry and exit tracking, reducing reliance on physical infrastructure. The systems also support real-time monitoring and data collection, enabling better management of parking assets and user behaviour.

New controls are proposed to be included within the proposed By-Law for the effective management of abandoned vehicles on roads within the municipality, including giving power to authorised officers to remove and impound abandoned vehicles.

COMMUNITY ENGAGEMENT

In accordance with section 157, notice of the proposed By-Law is to be made following receipt of a certificate issued by the Director of Local Government certifying the Regulatory Impact Statement as satisfactory and confirming Council may commence public consultation. The public consultation process provides for community submissions to be made, and consideration of such by Council – section 159 of the Act.

FINANCIAL IMPLICATIONS

There are legal and advertising costs associated with the making of a by-law. This includes legal advice and certification, and advertising in both The Advocate and in the Tasmanian Government Gazette.

RISK IMPLICATIONS

- Legal Compliance
A new Parking By-Law is necessitated to ensure that Council can permit the payment of parking fees and charges using ANPR and App based technology. It updates the payment methods detailed in the Parking By-Law No.1 of 2023. A new Parking By-Law will confer power upon Council Officers to manage abandoned vehicles.

CONCLUSION

That Council resolves by absolute majority of its intention to make a Parking By-Law.

ATTACHMENTS

Nil

5.5 DEVONPORT WALKING & RIDING STRATEGY 2026-2031

Author: **Jason Bellchambers, Infrastructure Manager**

Endorser: **Jeffrey Griffith, Deputy Chief Executive Officer**

RECOMMENDATION

That Council note the community feedback and adopt the Devonport Walking & Riding Strategy 2026-2031.

RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

3.3 Access in to, out of, and around the City is well planned and managed

4.1 Sport and recreation facilities and programs meet community needs

SUMMARY

This report presents the Devonport Walking & Riding Strategy 2026-2031 to Council for adoption, following a period of public consultation.

BACKGROUND

Council endorsed the draft Devonport Walking & Riding Strategy at its April 2026 (Res. No26/63) meeting for public consultation during April - May 2026.

The Strategy provides direction towards a safe and efficiently managed path network for an expanding range of users and addresses important issues identified through network analysis and stakeholder consultation.

The Strategy's objectives are:

1. Improving path infrastructure conditions to ensure a safe network
2. Safely sharing roads, paths and reserves to create an inviting network
3. Providing for what is missing to envision a future network

The Strategy identifies 14 actions to be delivered to achieve the three objectives, including:

- Path Road Crossings are assessed and improved
- Define Devonport's Design Standards
- Path Asset Proactive Maintenance Inspection Program Improvements
- Improve works system data capture and reporting
- Assess path hazards (e.g. wheelie bins, poles, etc) and consider improvements
- Improve Place & Movement Safety
- Upgrade Path Etiquette Signage
- Define & implement No Riding Zones
- Create an Inviting Network
- Improve statistics on path utilisation and incidents
- Major project priorities are planned and delivered
- Missing Links Program are planned and delivered
- Assess existing path road crossing standards and locations for improvement
- Review Walking & Riding path utilisation and refine priorities

STATUTORY REQUIREMENTS

There are no statutory requirements in relation to this report.

DISCUSSION

The draft Strategy was published for consultation purposes on Council's online engagement portal from 28th April to 28th May 2026 inclusive. The consultation period was promoted on Council's social media channels and website.

Thirty-three individual submissions were received along with the Access & Inclusion Working Group and the Devonport Youth Advisory Group both providing combined submissions. The items raised were all relevant and aligned with the Strategy, with a summary of common themes provided below.

COMMON THEMES	DESCRIPTION	# SUBMIS- SIONS
Safety Concerns	Speeding traffic, unsafe crossings, conflicts between users on shared paths	15
Missing Links/Connectivity	Gaps in pathway network requiring completion	12
Shared Path Conflicts	Tension between pedestrians, cyclists, and e-scooter users	9
Signage & Wayfinding	Need for better directional signs, path rules, and maps	8
Lighting Improvements	Poor lighting on pathways causing safety concerns, especially at night	8
Path Surface Quality	Uneven surfaces, driveways creating difficult gradients, tree root damage	7
Accessibility Issues	Missing kerb ramps, tactile indicators, obstacles blocking paths	6
Dedicated Cycling Infrastructure	Preference for separate cycle lanes over SUPs for commuters	6
Amenities	Requests for water stations, seating, shade, and secure bike parking	5
Path Widening	Existing paths too narrow for multiple users	4

KEY LOCATIONS MENTIONED	DESCRIPTION	# SUBMIS- SIONS
The Bluff/Victoria Parade	Path widening needed, lighting improvements, complete loop to lighthouse	11
Spreyton/Stony Rise	Growing area needing better connections and infrastructure	10
Nixon Street	Too steep, needs footpaths both sides, unsafe crossings	5
River Road, Ambleside	Line markings needed, cyclists using road instead of path, parking issues	4
Don Road/Don Reserve	Missing footpath sections, narrow paths, poor lighting, unsafe crossings	4
Mersey Main Road	Safety concerns, need for cycle lanes, speed reduction (60→50kph)	3
Four Ways/William Street	Concerns about bike/scooter ban, needs accessible routes to CBD	4
Kelcey Tier	Underutilized asset, needs better signage and marketing as MTB destination	1

POSITIVE FEEDBACK	DESCRIPTION	# SUBMISSIONS
	Spreyton/Quoiba, Coles Beach, Tugrah pathways praised	18
	Council commended for existing pathway network and recent upgrades	6
	Northwest coast recognized as leader in cycling infrastructure	4
	Linking pathways to schools strongly supported	4

The items raised were all relevant and generally aligned with the Strategy, with no changes to the Draft Strategy required as a result of the consultation.

Much of the feedback will be a useful reference when determining the next level of detail of specific Strategy Actions.

COMMUNITY ENGAGEMENT

The community engagement undertaken is outlined in the discussion contained in the report.

FINANCIAL IMPLICATIONS

The adoption of the Walking & Riding Strategy does not have any immediate financial implications. The action plan includes items that require capital and operational budget allocations. These can be considered during respective budget deliberations by Council each year. External funding for items may be available, with Council previously obtaining grant funding for projects that meet the requirements of programs such as Active Transport and Vulnerable Road User Grants.

RISK IMPLICATIONS

The following has been identified:

- Path infrastructure condition and standards
Inadequate path condition and paths that are no longer compliant with current standards and type of use need to be continually identified, assessed and priorities for renewal and upgrade over time. Council has an obligation to ensure that public infrastructure is suitable for its intended use.
- Legal Compliance
Roadside paths and Shared User Paths are defined under the Tasmanian Road Rules and related legislation, along with how these paths are to be used. Council needs to define the types of paths and display relevant advice to path users about expected type of use, limitations in areas, and restricted areas.
- Financial Implications
It is not practical or responsible to fund all the projects that may be raised with Council. Council needs to ensure there is a reasonable methodology applied to assess and prioritise projects and budgets over the life of the Strategy, ensuring the priorities deliver the best outcomes for the community.
- Community Consultation
The community need to be engaged in the Strategy development to ensure the objectives, actions and proposed projects align with expectations. Understanding that it is unreasonable to deliver all individual 'wants' and 'needs' through the

Strategy, but general community support is achieved for the overall Strategy direction and key deliverables.

CONCLUSION

Council endorsed the draft Devonport Walking & Riding Strategy for public consultation in May 2026.

Thirty-three individual submissions were received along with the Access & Inclusion Working Group and the Devonport Youth Advisory Group both providing combined submissions.

Adoption of the Strategy and achievement of its objectives and actions from 2026 to 2031 strongly aligns with Council's Strategic Plan 2009-2030.

ATTACHMENTS

1. Devonport Walking & Riding Strategy 2026-31 [**5.5.1** - 27 pages]
2. Walking & Riding Strategy - Consultation May 26 [**5.5.2** - 7 pages]

6 INFORMATION

6.1 WORKSHOPS AND BRIEFING SESSIONS HELD SINCE THE LAST COUNCIL MEETING

Author: **Claire Jordan, Executive Coordinator**

Endorser: **Matthew Atkins, Chief Executive Officer**

RECOMMENDATION

That the report advising of Workshop Sessions held since the last Council meeting be received and the information noted.

Council is required by Regulation 10(3)(c) of the *Local Government (Meeting Procedures) Regulations 2025* to include in the Agenda the date and purpose of any Council Workshop held since the last meeting.

Date	Description	Purpose
1 June 2026	Island State Brewing	Presentation to Councillors regarding proposed works within Market Square Pavilion
	Budget	Discussion of budget matters and feedback from Audit Panel
	Retail & Activity Centre Hierarchy	Presentation regarding proposed updates to Devonport Retail Study (2023) and Retail & Activity Centre Hierarchy Policy
	Stadium Precinct Works Scope	Presentation on the draft design for precinct proposed works
9 June 2026	CEO's Performance Review	Annual CEO's performance review

Apologies from previous Workshops:

- Cr G Enniss (9 June)
- Cr A Moore (9 June)
- Cr L Murphy (9 June)
- Cr S Sheehan (9 June)
- Cr D Viney (9 June)

Declarations of Interest received for previous Workshop:

Councillor	Item No	Reason	Remained in Workshop? Yes/No	If remaining, reason/s for decision
Cr P Hollister	1	One of the Directors of the business is a nephew	Yes	Plans only for discussion at this stage. No voting as yet, and would not vote at Council Meeting on matter

6.2 MAYOR'S REPORT

RECOMMENDATION

That the Mayor's Monthly Report be received and noted.

RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

5.3 Council looks to employ best practice governance, risk and financial management

SUMMARY

This report details meetings and functions attended by the Mayor.

BACKGROUND

This report is provided regularly to Council, listing the meetings and functions attended by the Mayor.

STATUTORY REQUIREMENTS

There are no statutory requirements which relate to this report.

DISCUSSION

In her capacity as Mayor, Councillor Alison Jarman attended the following meetings and functions between 20 May and 16 June 2026:

- Conducted radio interviews with 7AD, SeaFM, ABC and CoastFM
- Attended Council, Planning Authority Committee meetings and Workshops as scheduled
- Met with CEO and Council Officers on various matters
- Attended media launch for Cancer Tasmania Gala Dinner
- Attended Supercars promotional event in Market Square
- Attended and presented certificates of recognition to volunteers for 2026 Devonport City Mission Volunteers Day
- With the CEO, met with Rotary Club members regarding proposed new event for 2027
- With the CEO, met with Acting Inspector Martin Parker as an introductory meeting
- With the Deputy Mayor, attended MCCA / Community Transport Services Tasmania Annual Volunteer Week Function
- Attended a performance 'Andy Griffiths Live' as part of events for the National Simultaneous Storytime event
- With the CEO, attended the 2026 DCCI Tasmanian State Budget Dinner
- With the CEO, attended online meeting with relevant Ministerial, Departmental and stakeholder representatives to discuss proposal of relocation of Devonport Emergency Services Site
- Met with Executive Manager regarding the Dame Enid Lyons Trust
- With the CEO, attended a Terminal 3 Project Celebration Morning Team hosted by Spirit of Tasmania to mark the progress achieved including the recent gantry installation milestone
- Participated in a photo opportunity with TT Line representatives
- Met with Tasmanian Young Achiever Award Recipient, Stanton Burt and his mother
- Attended a pre-conference dinner for DCCI Partners
- Attended DCCI 2026 Tasmanian Business Conference at the paranapple Convention Centre

- Read at the National Simultaneous Storytime at the Devonport Library, and on behalf of the Mayor, Deputy Mayor Sheehan read at the Simultaneous Storytime at the Malangenena Children's Centre
- On behalf of the Mayor, Cr Martin read at the Simultaneous Storytime at the Elanora Childcare Centre
- Attended a DCCI Networking event
- Attended lunch meeting with DCCI President
- Attended preview rehearsal for The Wizard of Oz (Youth Edition) Jr at the Burnie Musical Society
- Attended Northern Rangers vs Devonport Strikers game as part of the Northern Championship Women's (NCW) matchup
- Attended funeral for the late Pat Jarvis
- With the CEO, met with Incitec Pivot Fertilisers
- Participated in a photo opportunity with The Advocate on the proposed Oldaker Child Care Centre
- With the CEO, attended a Roundtable brainstorming sessions with DCCI and local business and industry representatives
- As an Owners Representative attended the Representatives meeting of the Cradle Coast Authority.
- Attended online CCA Representatives Meeting
- Attended a panel discussion at the 8th Tas Energy Development Conference
- Met with Ian Jones, President BusinessNorthwest for project discussion
- Attended Uni Review 2026 – 'Rockiffman'
- Met with Aubrey Warren – regarding opening for an Executive MBA Study Tour in Devonport
- With the CEO, met with Minister Felix Ellis
- Attended and spoke at the Devonport Junior Soccer Association – Devonport Cup 2026
- Participated and spoke at the COTA Tasmania – 2026 Devonport Lifelong Respect Walk Against Elder Abuse
- Met with Nigel Tapp from Clifford Craig Health Foundation regarding plans for the region
- With Councillors and the CEO, attended Workshop – CEO Performance Review
- With the Deputy Mayor and CEO, met with Fiona McAllister, Steople
- Met with Pastor Chris Brown and Cheryl Jones from Gateway Community Care
- Attended the funeral of the late Douglas Sheehan
- Attended the funeral of the late John Ackroyd
- Attended photo opportunity with Volunteer Driver for Community Transport Services Tasmania
- Attended Don River Railway Board Meeting
- Attended tribute for the late Grant Goodwin at Devonport Football Club
- Attended Cancer Council Tasmania's Northwest's Daffodil Gala 2026
- Officiated at a Citizenship Ceremony
- Attended a private recognition for Constable Keith Smith hosted by Tasmania Police
- As Patron, attended and spoke at the Devonport Senior Citizens Club AGM

ATTACHMENTS

Nil

6.3 CEO'S REPORT

Author: **Matthew Atkins, Chief Executive Officer**

RECOMMENDATION

That the Chief Executive Officer's Report be received and noted, and correspondence from the Tasmanian Electoral Commission in regard to the 2026 local government ordinary elections, as attached, also be received and noted.

RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

5.3 Council looks to employ best practice governance, risk and financial management

SUMMARY

This report provides a summary of the activities undertaken by the Chief Executive Officer, between 20 May and 16 June 2026. It also provides information on matters that may be of interest to Councillors and the community.

BACKGROUND

A monthly report provided by the Chief Executive Officer to highlight management and strategic issues that are being addressed by Council. The report also provides regular updates in relation to National, Regional and State based local government matters as well as State and Federal Government programs.

STATUTORY REQUIREMENTS

Council is required to comply with the provisions of the *Local Government Act 1993* and other legislation. The Chief Executive Officer is appointed by the Council and occupies the statutory position of General Manager, in accordance with the provisions of the *Act*.

DISCUSSION

1. COUNCIL MANAGEMENT

- 1.1. Attended and participated in regular scheduled internal staff and management meetings.
- 1.2. Attended Workshops, Planning Authority Committee Meetings and Council Meetings as required.
- 1.3. Attended the Council Audit Panel meeting as required under the terms of reference.
- 1.4. Participated in online meeting with representative from Indie School.
- 1.5. Met with representatives from Incitec Pivot Fertilisers regarding a proposed new development.
- 1.6. Met with Michael Best from the Goodstone Group.
- 1.7. Attended the funeral of the late Mr Douglas Sheehan.

2. COMMUNITY ENGAGEMENT (RESIDENTS & COMMUNITY GROUPS)

- 2.1. Met with representatives from the Rotary Club of Devonport North to discuss a proposed new event for 2027.
- 2.2. Met with Terry Travers from the Mersey Yacht Club regarding the proposed Shared pathway around their site.
- 2.3. Undertook a tour of the new secondary college extension at Devonport Christian School.

3. NATIONAL, REGIONAL AND STATE BASED LOCAL GOVERNMENT
 - 3.1. Attended the Cradle Coast General Managers meeting.
 - 3.2. As an Owners Representative attended the Representatives meeting of the Cradle Coast Authority.
 - 3.3. Chaired a meeting of the Cradle Coast Waste Management Group.
 - 3.4. Attended the Tasmanian State Budget Dinner hosted by the Devonport Chamber of Commerce and Industry.
 - 3.5. With the Mayor, attended the Terminal 3 (T3) Project Celebration Morning Tea to mark the significant progress achieved, including the recent milestone of the gantry installation.
 - 3.6. Participated in photo opportunity with TT Line representatives.
 - 3.7. Along with the Mayor, met with Government Minister and local Braddon MP, Felix Ellis for a general update on local matters.
 - 3.8. Attended TT Line steering committee meeting regarding office redevelopment.
 - 3.9. Attended Mersey Leven Strategic Alliance Meeting
 - 3.10. Met with Latrobe Mayor, Peter Freshney.
 - 3.11. Participated in Regional Land Use Strategy Steering Committee meetings.
4. STATE AND FEDERAL GOVERNMENT PROGRAMS
 - 4.1. Attended an online meeting with relevant Ministerial, Departmental and stakeholder representatives to discuss proposal of relocation of Devonport Emergency Services Site.
5. OTHER
 - 5.1. Correspondence to Council from the Tasmanian Electoral Commission in regard to the 2026 local government ordinary elections, is attached for noting.
 - 5.2. Council has entered into a new sub licence agreement dated 1 July 2026 for the period 25 September 2025 to 24 September 2030 with the Julie Burgess Inc for the pontoon adjacent to Reg Hope Park, 180 Tarleton Street, for mooring of the ketch. The pontoon is located on Crown land, which is leased to Council, and sub licenced to the Julie Burgess Inc.

COMMUNITY ENGAGEMENT

The information included above details any issues relating to community engagement.

FINANCIAL IMPLICATIONS

There is not expected to be any impact on the Council's operating budget as a result of this report.

RISK IMPLICATIONS

Any specific risk implications will be outlined in the commentary above. Any specific risk that may result in an issue for Council is likely to be subject of a separate report to Council.

CONCLUSION

This report is provided for information purposes only and to allow Council to be updated on matters of interest.

ATTACHMENTS

1. Letter from TEC to CEO Devonport - Local Government elections - 7 May 2026 [**6.3.1** - 4 pages]
2. Current & Previous Minutes - June Council Meeting [**6.3.2** - 1 page]

6.4 MONTHLY OPERATIONAL REPORT - MAY 2026

Author: **Claire Jordan, Executive Coordinator**

Endorser: **Matthew Atkins, Chief Executive Officer**

RECOMMENDATION

That Council receive and note the Monthly Operational Report for the period ending 31 May 2026.

RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

5.3 Council looks to employ best practice governance, risk, and financial management

SUMMARY

This report provides a summary of Council performance and general matters of interest during the month of May 2026.

BACKGROUND

This report is provided to update Councillors and the community on Council's performance over the previous month and includes:

- monthly financial performance reports;
- progress on annual plan actions;
- information on matters relating to operational activities of the Council;
- general council matters that may be of interest to the community; and
- tabling of minutes received relating to Council Committees, Authorities, and related External Organisations.

Further operational information can be obtained by viewing Council dashboards at Council's website: [Your Council Dashboards | Devonport City Council](#)

STATUTORY REQUIREMENTS

In undertaking its operational activities, Council is required to comply with the *Local Government Act 1993* and various other legislation.

DISCUSSION

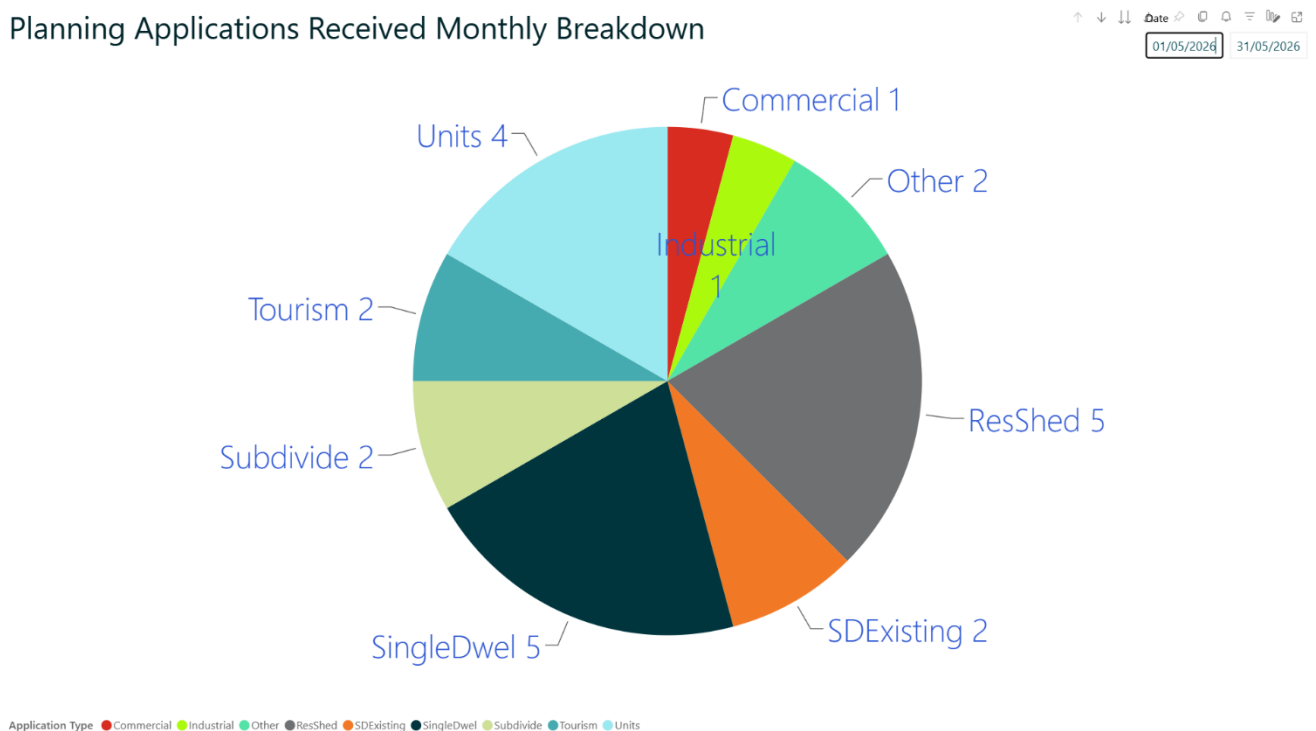
The following information is provided as an update on operational activity undertaken by Council during the month of May 2026:

1. DEVELOPMENT SERVICES:

1.1. Planning:

1.1.1. The following graph details the breakdown of planning applications received during May:

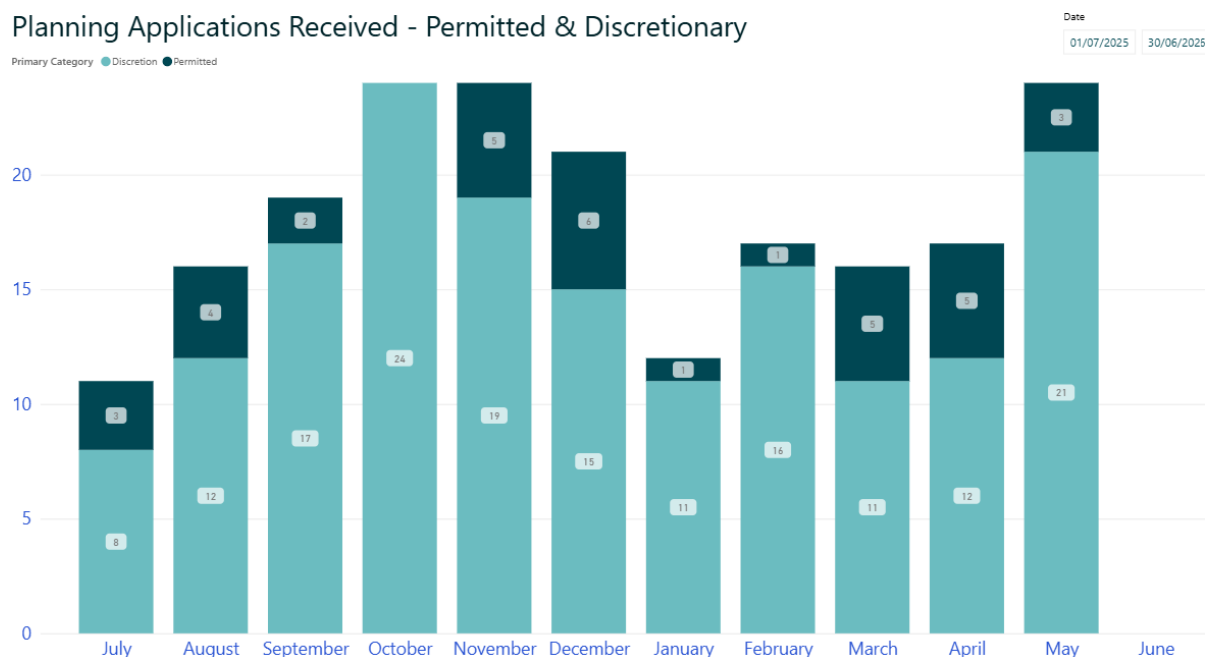
Planning Applications Received Monthly Breakdown



Definitions:

- Single Dwellings – means residential dwelling on a single lot.
- Single Dwelling Existing – for alternations and additions to single dwellings
- Residential Shed – means shed on a residential lot.
- Units – means two or more dwellings on a site.
- Subdivision – means the division of a single lot into multiple lots giving separate rights of occupation, excluding boundary adjustments.
- Commercial – means bulky goods sales, business and professional services, community meeting and entertainment, educational and occasional care, equipment and machinery sales and hire, food services, general retail and hire, hotel industry, research and development.
- Tourism – means tourist operations and visitor accommodation.
- Industrial and Utilities – means extractive industry, manufacturing and processing, port and shipping, recycling and waste disposal. Resource processing, service industry, storage, transport depot and distribution, utilities, vehicle fuel sales and service.
- Other – means all other use classes.

1.1.2. The following graph details the number of Planning Applications received this financial year (permitted/discretionary):



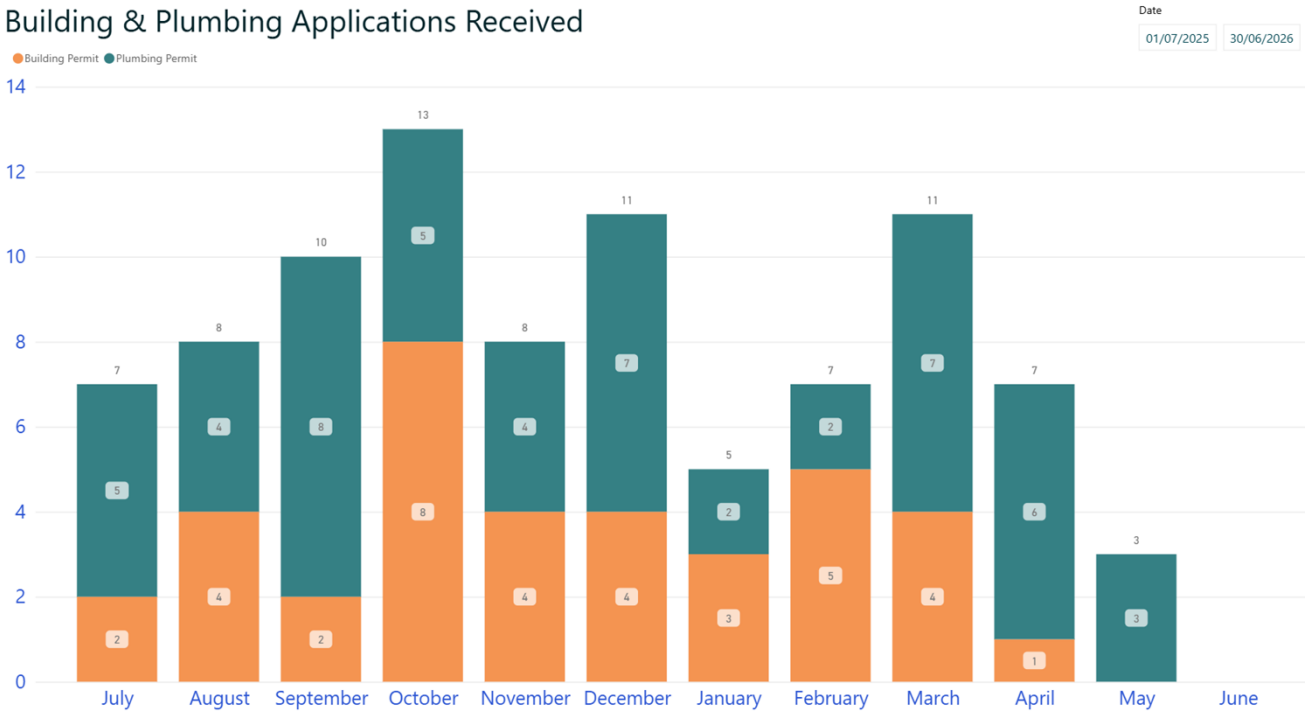
1.1.3. Planning Applications approved under delegation during May 2026:

Planning Applications approved for period May

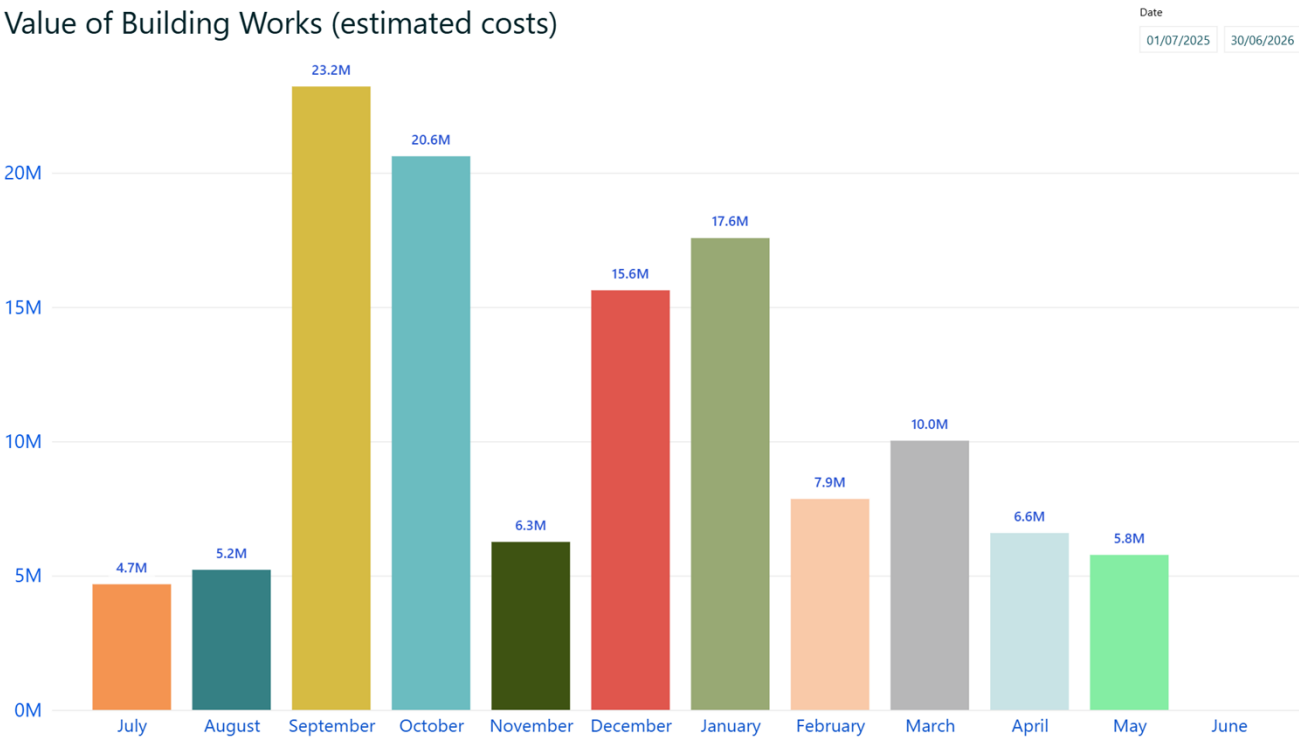
# Applications	Primary Category	Application Address	Description	Permit Approved
PA2026.0008	Discretion	133 STEELE ST DEVONPORT TAS 7310	Business and Professional Services (medical centre) – alterations and additions	06 May 2026
PA2026.0023	Discretion	104 MERSEY MAIN RD SPREYTON TAS 7310	Business and professional services (medical centre)	20 May 2026
PA2026.0028	Discretion	69 SKYLINE DRIVE AMBLESIDE TAS 7310	Residential (use within a registered vehicle)	08 May 2026
PA2026.0036	Permitted	44 LAWRENCE DRIVE DEVONPORT TAS 7310	Transport Depot and Distribution (Replacement Depot Facility Building, including demolition of existing building)	04 May 2026
PA2026.0040	Discretion	80-82 FORMBY RD DEVONPORT TAS 7310	Hotel Industry (building additions)	12 May 2026
PA2026.0041	Discretion	15 OCEANA VIEW EAST DEVONPORT TAS 7310	Permitted: Residential (multiple dwellings x 2) Discretionary: Retaining walls	07 May 2026
PA2026.0042	Discretion	3A RUNDLE RD STONY RISE TAS 7310	Residential (single dwelling and outbuilding)	11 May 2026
PA2026.0044	Discretion	28 CURTIS PLACE AMBLESIDE TAS 7310	Residential (retaining walls)	13 May 2026
PA2026.0045	Discretion	36 WRENSWOOD DRIVE QUOIBA TAS 7310	Residential (outbuilding)	11 May 2026
PA2026.0046	Discretion	29 FENTON WAY DEVONPORT TAS 7310	Signage	25 May 2026
PA2026.0047	Discretion	11 WARKWORTH COURT EAST DEVONPORT TAS 7310	Residential (frontage fence)	18 May 2026
PA2026.0048	Discretion	108 MARY ST EAST DEVONPORT TAS 7310	Residential (outbuilding)	27 May 2026
PA2026.0049	Discretion	7A COLLINS WAY TUGRAH TAS 7310	Residential (additions to existing outbuilding)	26 May 2026
PA2026.0055	Permitted	55 WILLIAM ST DEVONPORT TAS 7310	Residential (multiple dwelling 1 x additional unit)	26 May 2026
PA2026.0056	Permitted	1/10 LEARY AVENUE STONY RISE TAS 7310	Residential (multiple dwelling addition)	20 May 2026
PA2026.0059	Permitted	84 HILLCREST RD DEVONPORT TAS 7310	Demolition	21 May 2026

1.2. Building & Plumbing:

1.2.1. The following graph details the Building and Plumbing Applications received this financial year:



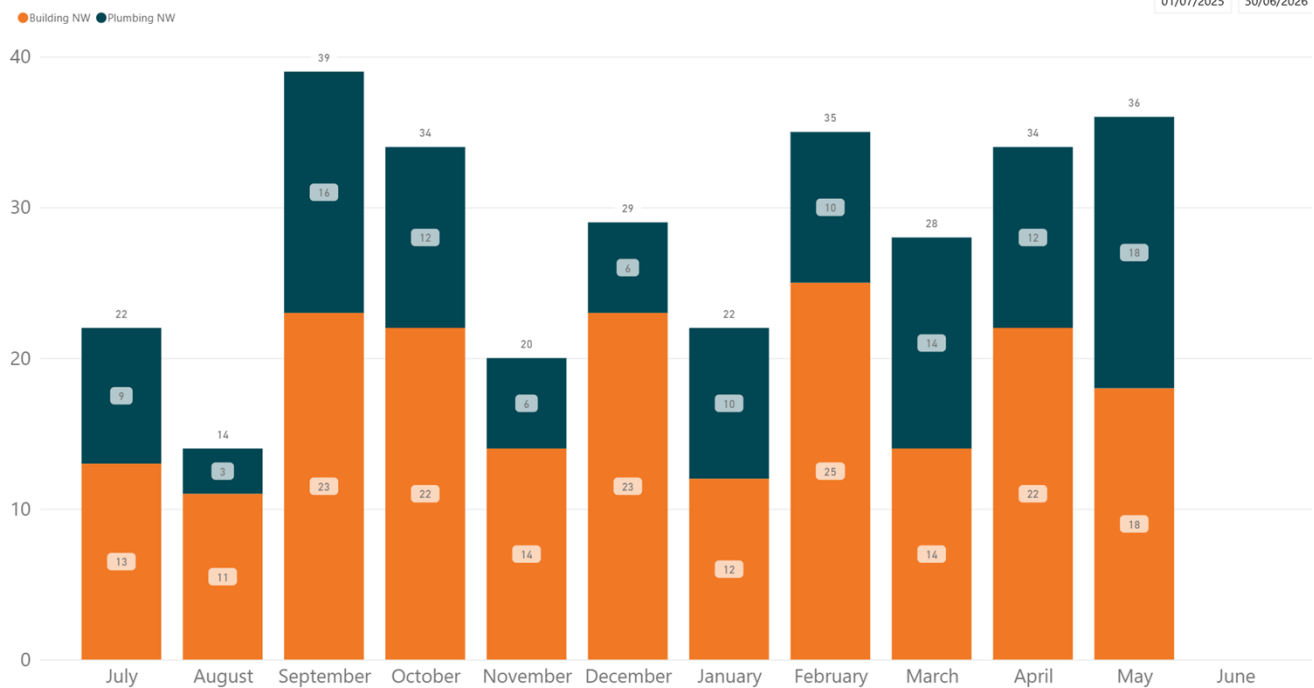
1.2.2. The following graph details the value of building works received this financial year:



The following graphs details the notifiable works received for building that have been issued this financial year:

Notifiable Works Received - Building & Plumbing

Date
01/07/2025 30/06/2026

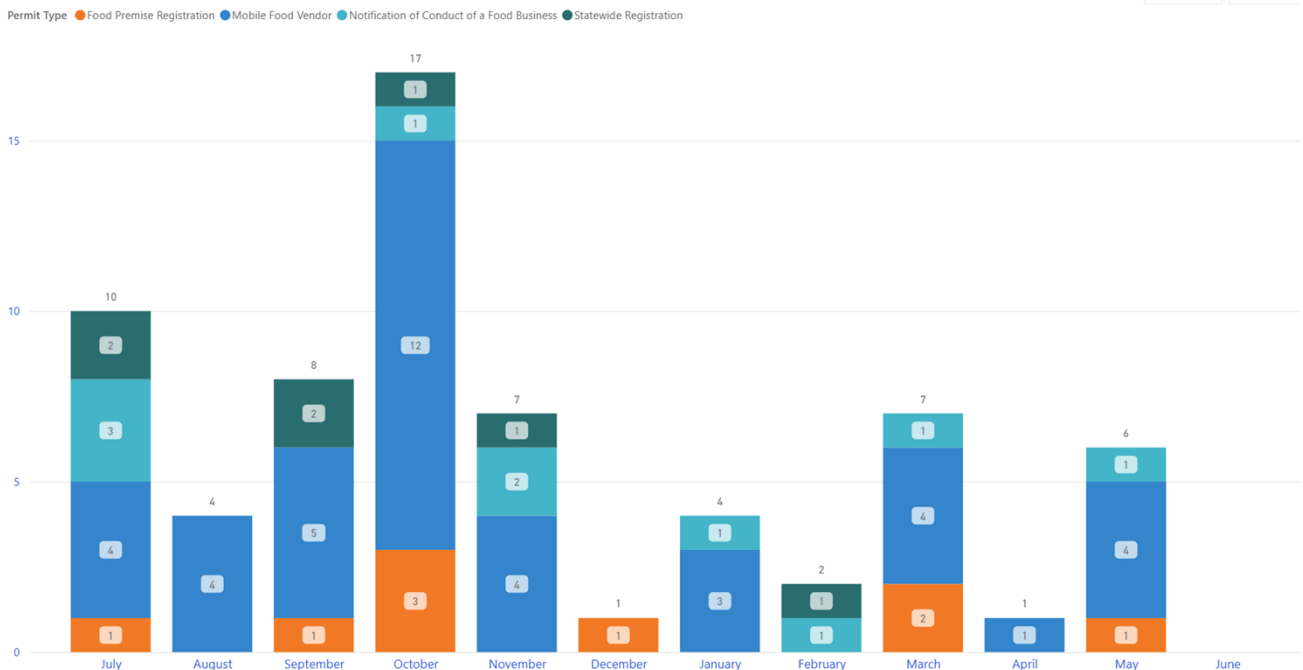


1.3. Environmental Health:

1.3.1. Permits Issued:

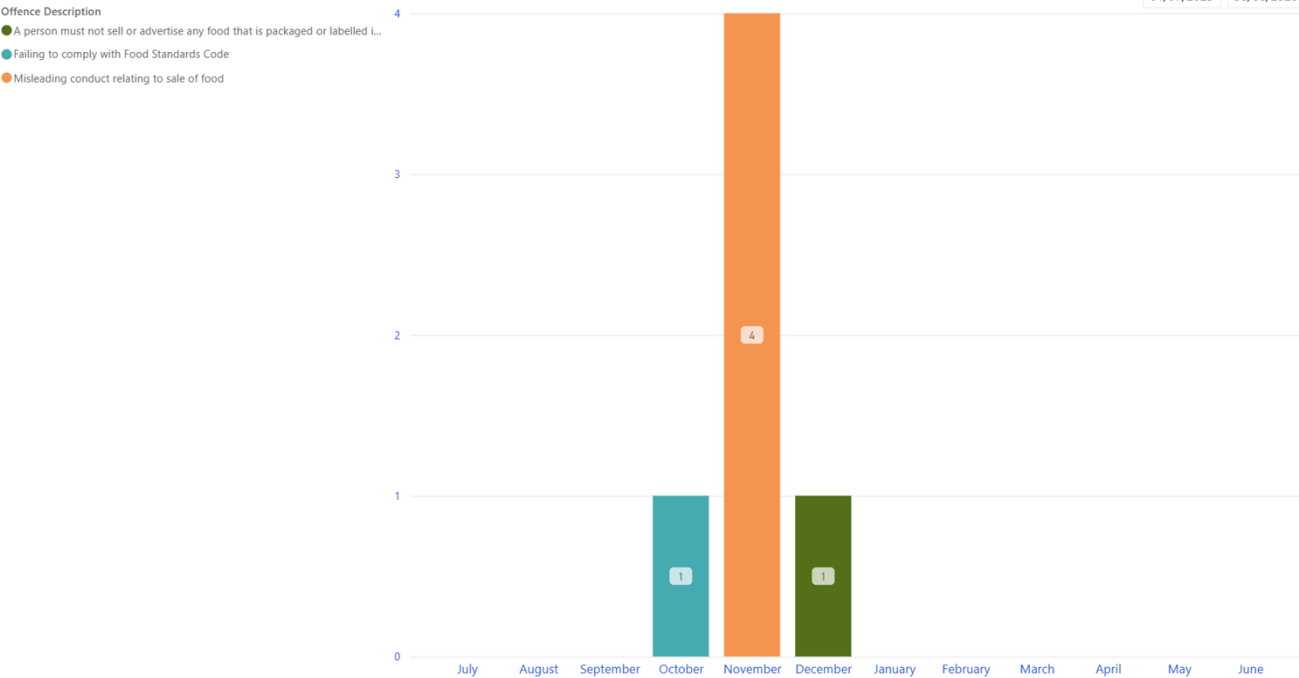
Environmental Health Permits

01/07/2025 30/06/2026



1.3.2. Infringements Issued:

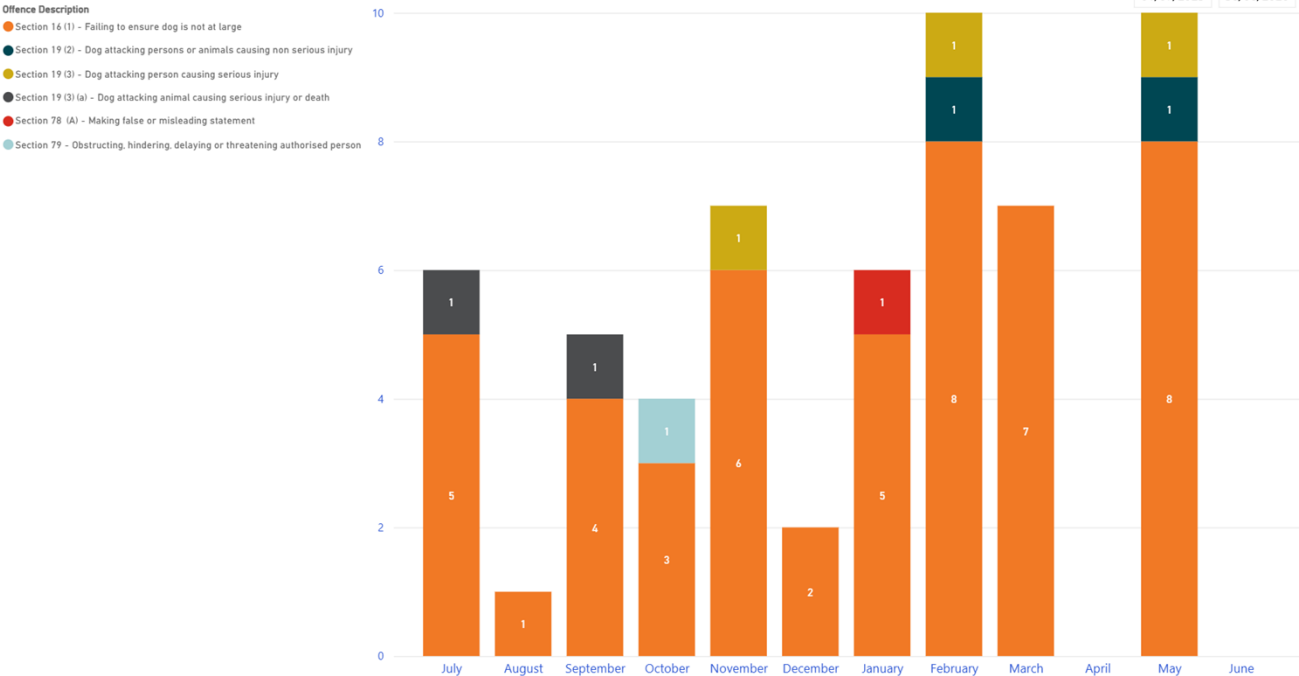
Environmental Health Infringement Notices



1.4. Animal Control:

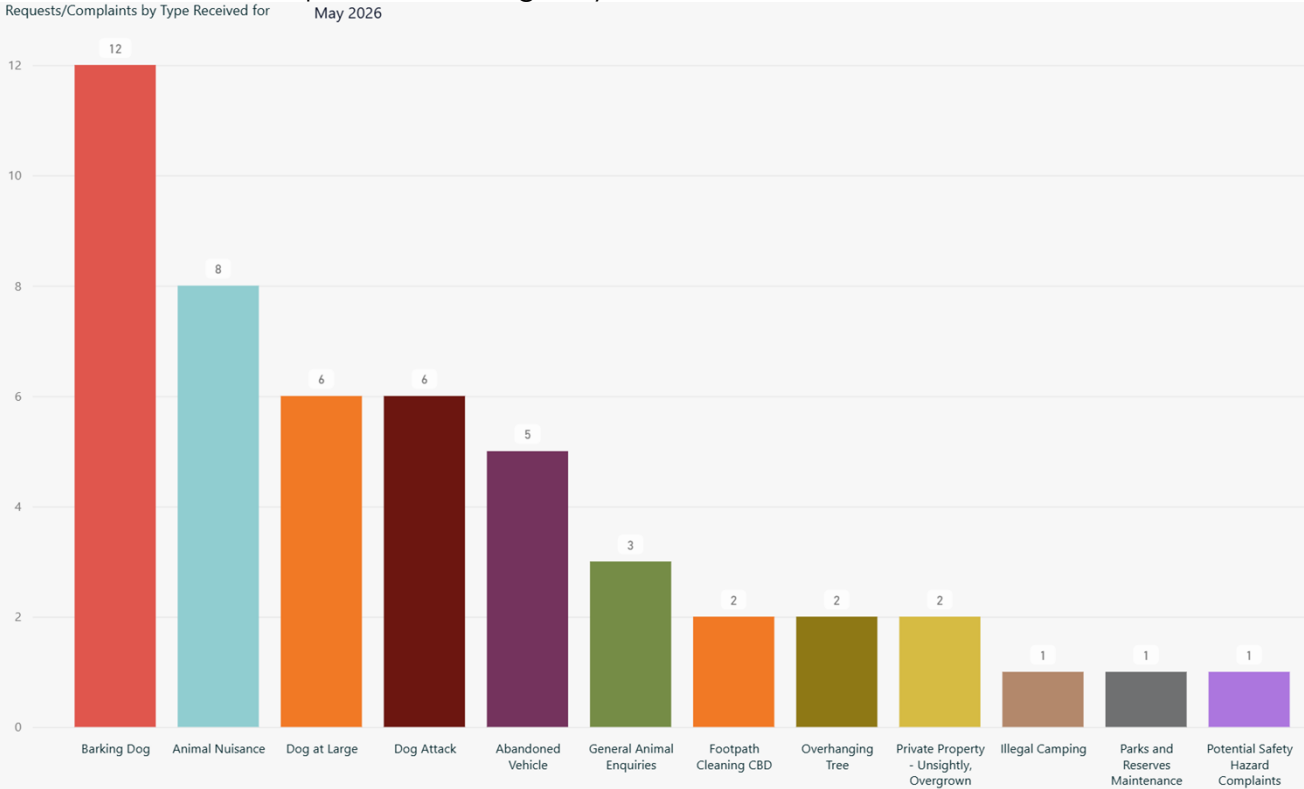
1.4.1. The following graph details the number of dog infringements issued for this financial year:

Animal Control Infringement Notices

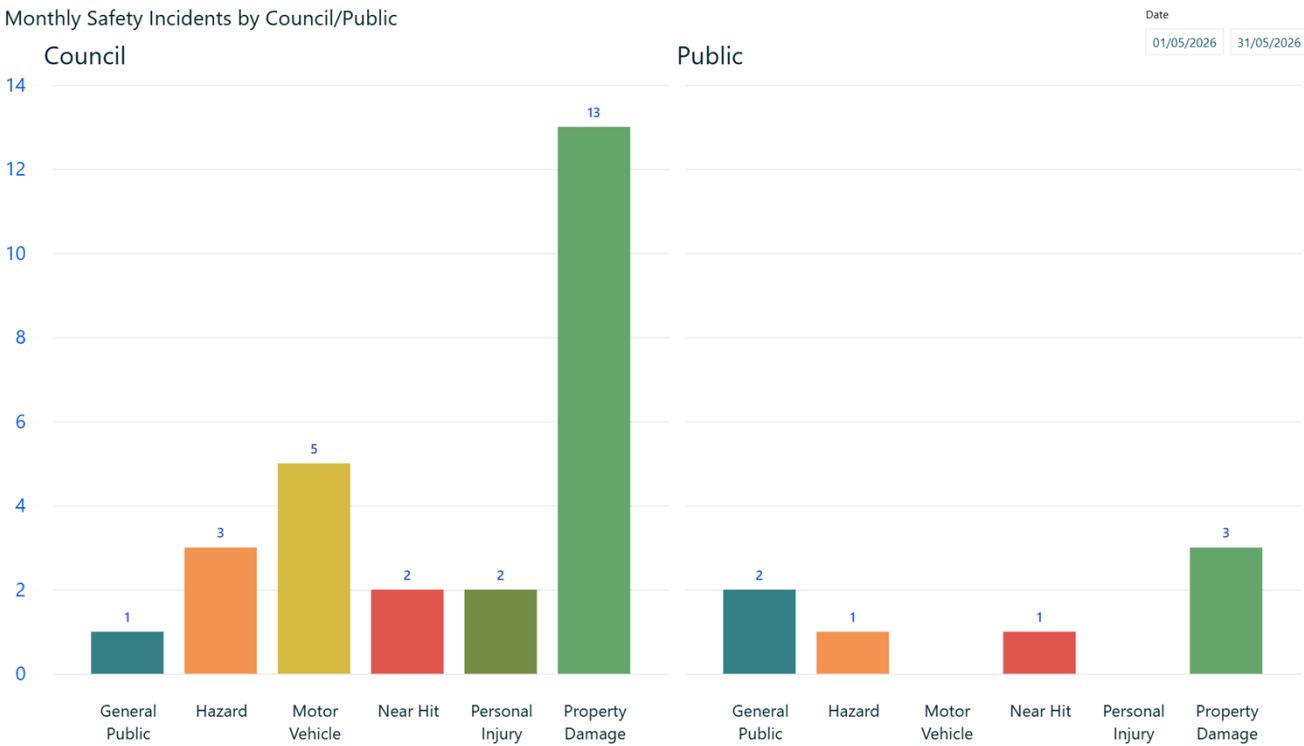


1.5. Risk & Compliance:

1.5.1. The following graph details the breakdown of the complaints received by the Risk Department during May:



1.5.2. The following graph details the types of incidents reported in May:



2. INFRASTRUCTURE & WORKS:

2.1. Asset Maintenance:

Waverley Road Walking Track - Millouts & Repairs



Nixon Street - Mill & Fills



Homemaker Centre Off Ramp – Renew Asphalt



Cemetery Footpath to Toilet Block renewal - eliminating trip hazard



Mersey Bluff Caravan Park – Removal of dangerous tree



Devonport Road - Landscaping



Sherston Road – Asphalt Overlay



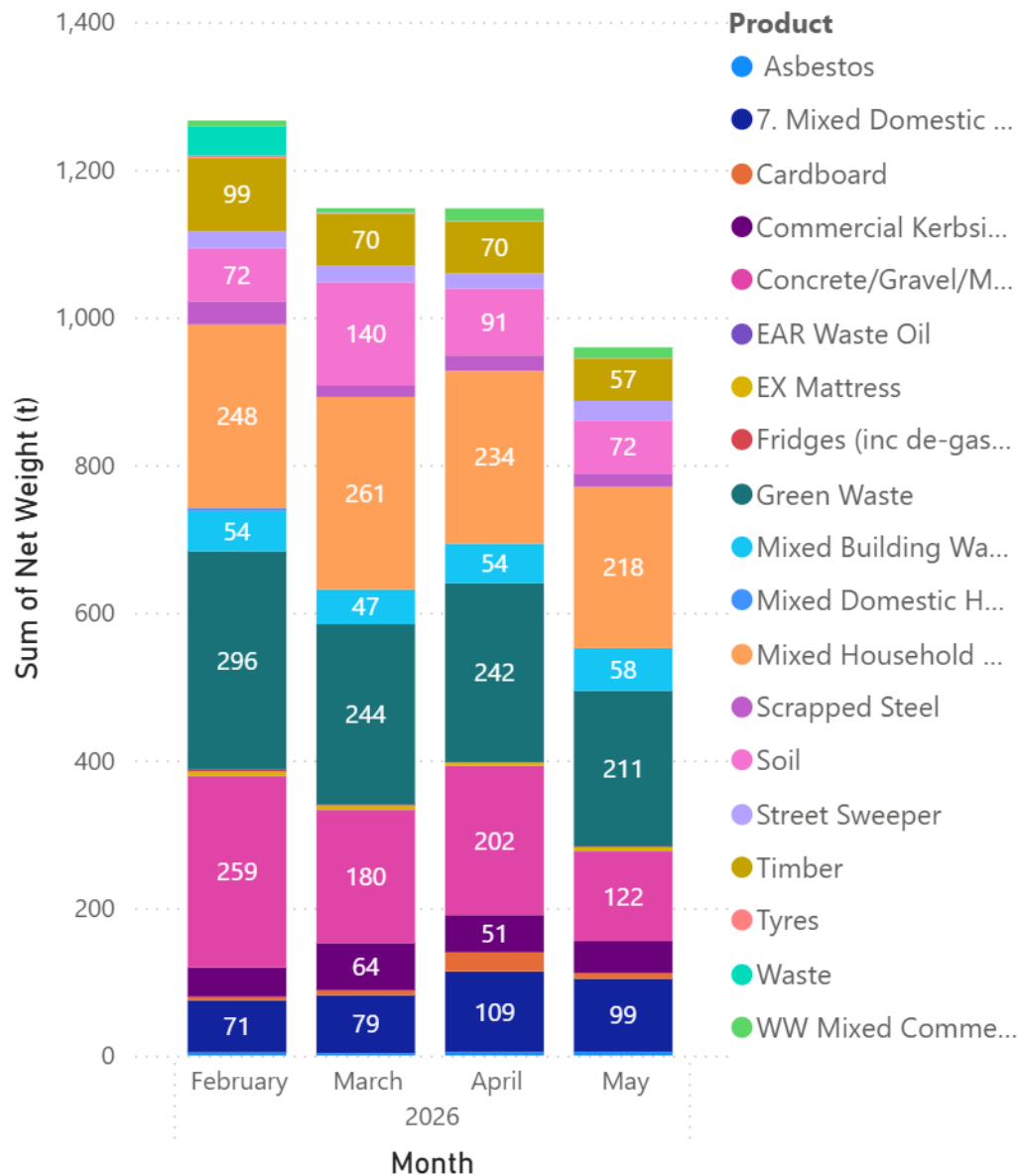
2.2. Waste Management:

2.2.1. Waste Transfer Station statistics Financial Year Comparison 2023 – 2026

Note

From February, Devonport City Council (DCC) implemented a transition to weight-based charging at the Waste Transfer Station. As a result of this change in charging methodology, waste data reported from February onwards is not directly comparable with data from previous reporting periods, which were based on alternative measurement methods. Council is currently working to refine and construct a revised reporting framework to ensure future data is consistent, transparent, and supports meaningful analysis over time.

Products by Year/Month

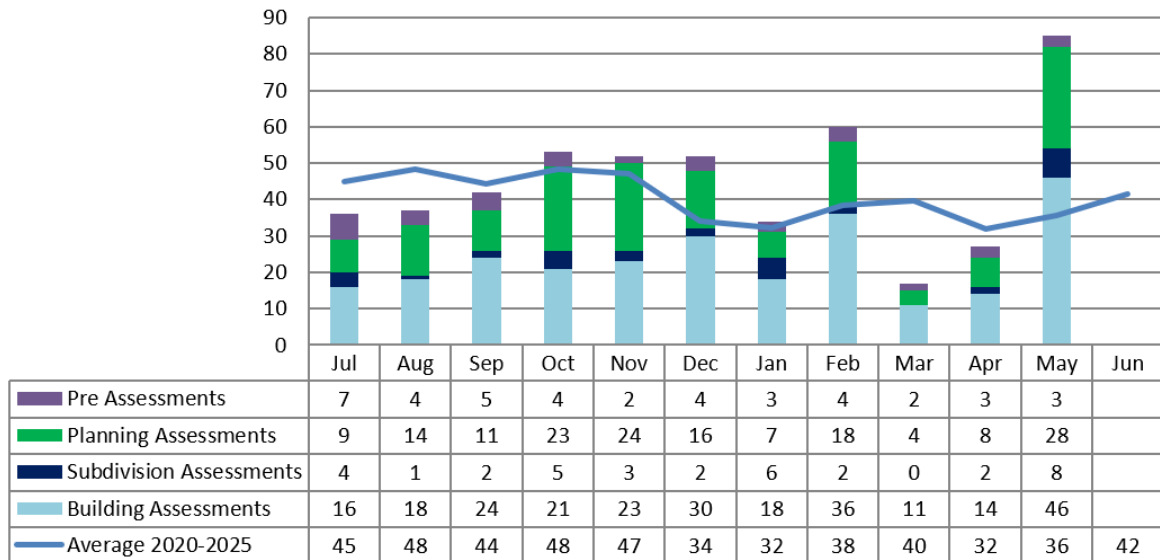


[Your Council Dashboards](#) | [Devonport City Council](#)

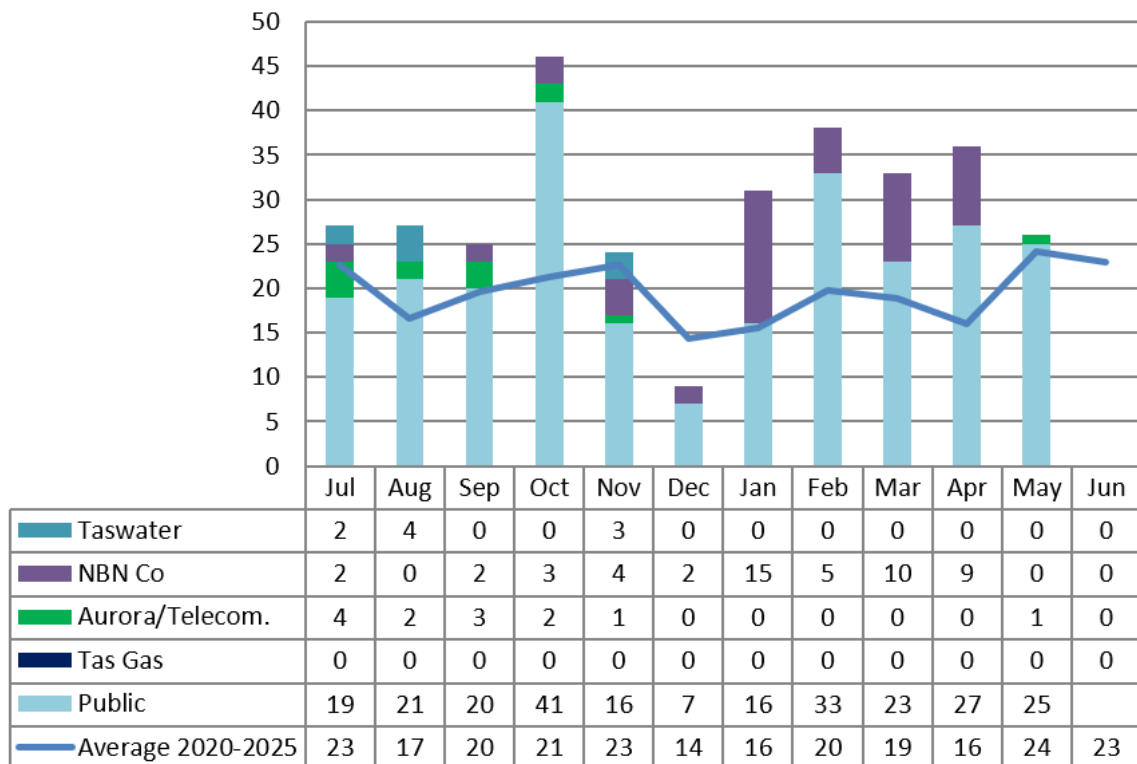
2.3. General Infrastructure Matters:

The following graphs detail the assessments processing through the Infrastructure Department. Each graph details the applications completed year to date, compared to a five-year average trend line.

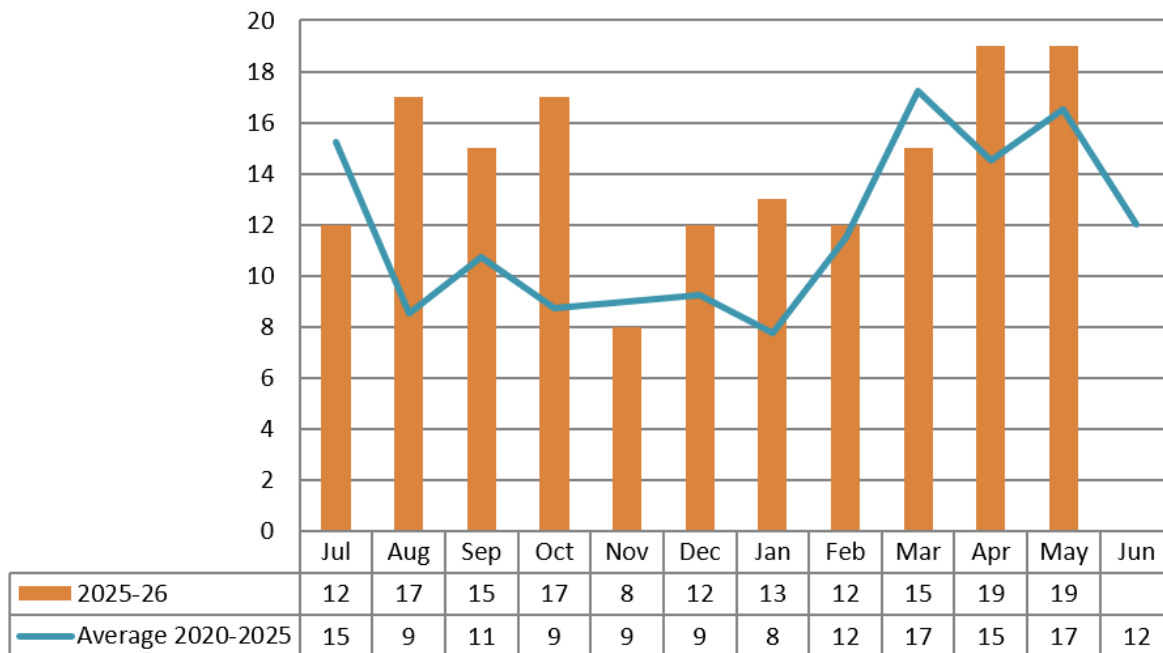
2.3.1. Engineering Assessments for Development Applications



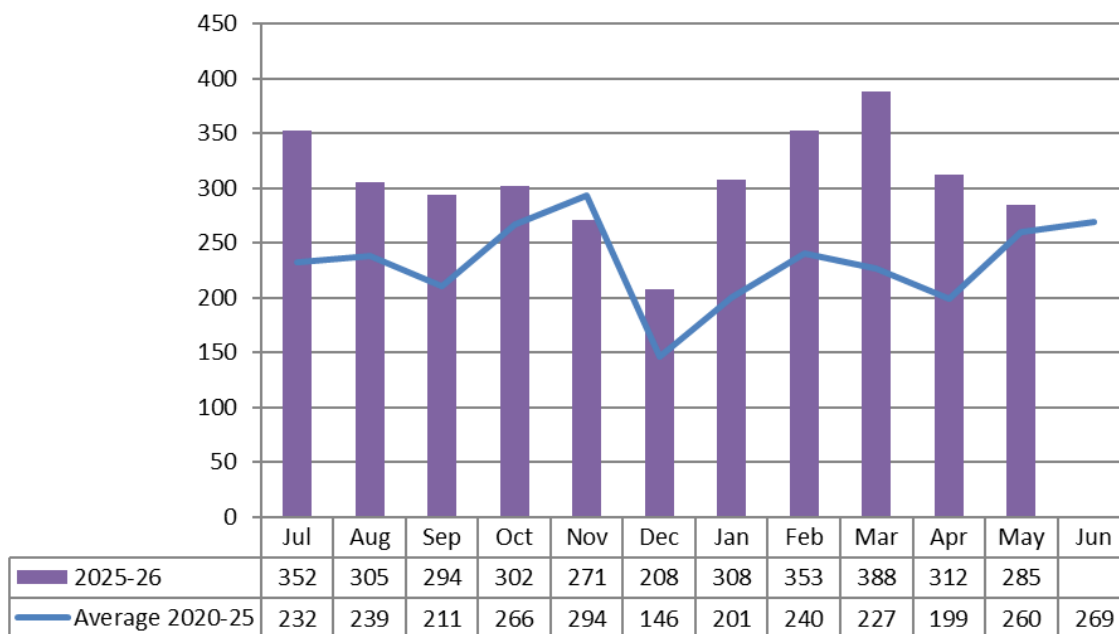
2.3.2. Road Reserve Permit Assessments



2.3.3. National Heavy Vehicle Regulator Assessments



2.3.4. Dial Before You Dig Requests



3. COMMUNITY SERVICES:

3.1. Community Development

3.1.1 Devonport Community Services Newsletter:

The online Devonport Community Services newsletter is used to disseminate information about:

- Available community assistance programs and services;
- Health information, programs and initiatives;
- Events and community projects; and
- Updates from across Council.

Recent editions can be found on the Council website located at:

www.devonport.tas.gov.au/live/your-community/community-services/newsletter/.

Council published one edition in May 2026.

Devonport events/locations that attracted attention by readers:

- Home Hill – Fireside Chats
- Self-care and Mental Wellbeing Level 1 Workshop
- Supercars Fanfare Community Event

3.1.2 Volunteer Week

As part of National Volunteer Week 2026 (18–24 May), Devonport City Council again recognised local volunteers through its annual Certificate of Recognition program. Community organisations and groups were invited to nominate volunteers who had contributed within the Devonport local government area during the previous 12 months.

A total of 492 certificates were produced for volunteers across 34 organisations. I

The program continues to provide a simple and accessible way for community organisations to acknowledge and celebrate the contribution of volunteers during National Volunteer Week.

3.1.3 Working Groups:

Access and Inclusion Working Group

In May, the Devonport Access and Inclusion Working Group met once and discussed;

- Draft Disability Inclusion Plan 2026–2030
- Introduction of Inclusion Coach
- Devonport – Draft Walking and Riding Strategy 2026-2031
- Overview of Build Nature In and future workshop opportunities

Devonport Youth Advisory Group (DEVYAG)

In May, DEVYAG met twice and discussed:

- Member recruitment
- Social media
- Walking and Riding Strategy Consultation

3.1.4 Partnership Brokerage & Development

Community Development Officers participated in or met with:

- The Place Project – Sense making day

- Presentation Groundwater Dependent Ecosystems
- North West Service Providers Meeting
- YFCC – introduction and check-in
- Devonport Employment Partnership Group
- Event collaboration with Australian Department of Health
- Program collaboration with Crazy ideas College
- Crowded Places – Emergency Event Management
- NW Municipal Emergency Management Group
- Lessons Management Forum 2026

Webinars:

- Trauma-Informed Practice for Volunteers
- Housing, Homelessness and Community Supports
- Understanding the Registration to Work with Vulnerable People Scheme
- Youth Engagement for Local Government (LGAT & Jeder Institute)

3.1.5 Financial Assistance Program:

The following acquittals were received in May:

Organisation: Devonport Judo Club

Project: purpose-fit the former gymnastics room at the Devonport Recreation Centre

The Devonport Judo Club completed the purpose-fit of the former gymnastics room at the Devonport Recreation Centre, transforming the space into the only dedicated judo training facility on Tasmania's North West Coast. While the project encountered additional building and sub-floor works beyond the original scope, the result exceeded expectations, delivering a full-size competition mat area, spectator seating, upgraded changerooms, improved lighting and flooring, dedicated storage areas, and strength training facilities.

The upgraded facility has enabled the Club to increase participation, host local competitions and state training events, and support community programs including school expos and disability participation initiatives. The Club acknowledged Council's financial support as instrumental to the project's success and noted the positive impact the facility is having on both members and the broader community.

3.1.6 Don Reserve Revegetation Resilience Project:

On Sunday 24 May, 14 volunteers from the community, Devonport Community Landcare, and Friends of Don joined a Council Officer to plant 250 trees.

The project is being delivered through a State Government Community Climate Action Grant.

More community planting sessions are planned over the coming months.



Image: Planting Working Bee in Don Reserve. Image Credit: Devonport Community Landcare

3.1.7 Friends of Don Reserve:

The group attended one working bee in May. The focus was revegetation, maintaining past plantings and weed works in the environment around Waverly Road and Don River.

3.2. Active Communities:

3.2.1. Living Well:

Registrations for the Living Well program have now reached approximately 250 participants, with many classes either at capacity or nearing full capacity. This is the first week the program has gone live, and strong demand has been evident across most sessions. Registrations will be closed by the end of the month, or earlier as individual classes reach full capacity, to ensure safe and manageable delivery.

The current program offering includes 24 free programs and 13 programs delivered through the Promotional Purposes (paid) pathway, providing a broad range of opportunities for community participation and supporting local service providers. The introduction of the Promotional Purposes pathway has generated positive interest, and it will be valuable to gather feedback from providers delivering paid programs to help inform future program development and partnerships.

The registration process has required a significant level of manual administration, including managing waitlists, cancellations, and participant movement between classes. To improve efficiency and

reduce workload, the implementation of a ticketing or automated booking system is recommended for future program delivery.

Sport4All Inclusion Coach:

As part of the Sport4All program, Council's Inclusion Coach commenced in the May. The role will focus on supporting local sporting clubs and organisations to create more inclusive environments, increase participation opportunities for people of all abilities, and assist clubs in implementing inclusive practices and programs across the municipality.

Active Communities Sponsorship Agreements:

Sponsorship agreements were approved as part of Council's Active Communities Sponsorship Program. These agreements provide financial support to local sporting and community events, helping to enhance participation opportunities, strengthen community connections, and contribute to the delivery of events that provide social and economic benefits to the region.

3.2.2. Recreation Centre Participation Data

*Casual Users not counted as User Groups, only bookings on behalf of Clubs/Organisations

DEVONPORT RECREATION CENTRE		
	BOOKINGS	USER GROUPS*
Sauna	132	N/A
Squash Centre	59	2
Stadium	140	6
Table Tennis	41	5
Youth Centre	175	9
TOTAL	547	22

EAST DEVONPORT RECREATION AND FUNCTION CENTRE		
	BOOKINGS	USER GROUPS*
Stadium	74	7
Community Room	10	6
TOTAL	84	13

Recreation Centre User Numbers:

DEVONPORT RECREATION CENTRE	
Squash Centre	1209
Stadium	9151
Youth Centre	5484
Table Tennis	1903

3.3. Events:

3.3.1. External Events held during May:

- Australian Defence Force Education Van visiting – 4-8 May 2026
- Mother's Day Classic – 10 May 2026
- Tasmanian Super 440 (supercar event) – 20 May 2026
- Tasmanian Devils Activation – 21 May 2026
- The Great Train Race – 23 May 2026
- OLOL Cross Country – 28 May 2026
- Tas Rural Health Conference– 29 May 2026

3.3.2. Upcoming External Events

Event	Dates	Venue
DJSC Devonport Cup	5-7 June 2026	Multiple Locations including Meercroft Park, Valley Road Soccer Ground, Maidstone Park
Walk Against Elder Abuse	9 June 2026	Market Square and surrounds
FIFA World Cup	14 June	Market Square
Music of Joy	17 June 2026	Rooke Street Mall
Winter Solicits Splash	20 June 2026	The Bluff

3.3.3. Upcoming Council

Council's events team are currently working on the following upcoming events:

- Devonport Jazz – 23-26 July
- Living Well Devonport – Expo of Everything – 19 September
- Spring Fling – 25 October

Event details can be found on Council's website as they come to hand:

<https://www.devonport.tas.gov.au/whats-on-devonport/> or events Facebook page <https://www.facebook.com/devonportevents/>

3.3.4. Supercars Fan Fare Community Event 2026





Devonport excitedly welcomed the Repco Supercars Championship on Wednesday 20 May 2026, with the inaugural Supercars Fan Fare Community Event bringing hundreds of motorsport fans into the city ahead of the Tyrepower Tasmania Super 440. Hosted by Supercars and proudly supported by Devonport City Council's Event Sponsorship Fund, the free event transformed the CBD, Haines Waterfront Park and Market Square into a vibrant hub of activity throughout the day.

The event began in the morning with fans gathering at Haines Waterfront Park to view Supercars, support vehicles and team transporters up close as they arrived in Tasmania ahead of race weekend.

The main event took place from 3:00pm to 6:00pm at Market Square, where visitors had the opportunity to meet drivers, view several Gen3 Supercars, enjoy live entertainment, family-friendly activities and the popular driver signing session.

A number of Supercars stars attended the event, including reigning champion Chaz Mostert, Bathurst winner Matt Payne and Tasmania race winner Cam Waters, giving fans a unique opportunity to connect with some of the sport's biggest names.

The event was extremely well attended, with strong crowds creating a lively atmosphere throughout the afternoon. Feedback from attendees, teams and organisers was overwhelmingly positive, with many praising the welcoming community atmosphere and the opportunity to be part of the excitement surrounding the Supercars Championship in the heart of Devonport.

The Supercars Fan Fare highlighted Devonport's role as the gateway to Tasmania for teams and visitors travelling across Bass Strait while showcasing the city as a destination for major events. The success of the inaugural event delivered significant energy to the CBD, supported local businesses and provided a memorable experience for motorsport fans of all ages.

4. CULTURAL FACILITIES:

4.1. Devonport Regional Gallery:

4.1.1. Exhibition Program:

Exhibition	Date
Upper Gallery: In Spirit	7 March – 30 May
Main Gallery: 2026 Solo Commission <i>Malice, Tribology or the Joy of shooting back</i> by Édith Perrenot	21 March – 16 May
Little Gallery: JOY - Cathy Jenner	2 May – 13 June
The Avenue: <i>Faces From Our Town</i>	11 May – 27 June
Main Gallery: Clay on Country – touring exhibition from ArtBack NT	30 May – 25 July

4.1.2. Education programs, activities and participation data:

Event	Participation	Date
Little Gallery Meet & Greet: Cathy Jenner – Joy	30	2-May
National Gallery of Australia Teacher PD Workshop	8	9-May
Gallery Visit New Morning social group for Cathy Jenner's LGEAP exhibition	17	13-May
Workshop From Concept to artwork with Edith Perrenot	14	16-May
Books + Art	4	18-May
Create & Make	12	20-May
Create & Make	15	21-May
Create & Make	13	27-May
Create & Make	9	28-May
TOTAL	122	



Meet and Greet Event for the Exhibition JOY by Cathy Jenner



Clay on Country

4.2. Bass Strait Maritime Museum:

4.2.1. Exhibition Program:

Current Exhibition	Date
Pop the Top	June 2026 – March 2027



Pop the Top Exhibition

4.2.2. Education and public program activities and participation data:

Event	Participation	Date
School group – Deloraine Primary School	64	5-May
School group - Hellyer College	13	21-May
TOTAL Combined Admissions	77	

4.3. paranable arts centre, Town Hall Theatre:

4.3.1. Performances and productions in May 2026:

Production	Participation	Date
Sunshine on Leith – Devonport Choral Society	2177	15-30 May
TOTAL	2177	



4.4. Visitor number data:

Facility	Visitors May
paranaple arts centre	5,073
Bass Strait Maritime Museum	489
TOTAL	5,562

4.5. Convention Centre & Market Square:

Events including attendee numbers and utilisation trends:

For May 2026, the DCC meeting rooms held 66 events, 8 in the convention centre and 1 in Market Square Pavilion. Total attendance of 3,231 patrons.

Event	Presenter	Attendance
Macquarie Point Expo Day 1*	Macquarie Point Development Corp	88
Macquarie Point Expo Day 2*	Macquarie Point Development Corp	69
Spaced Learning – Writing	DECYP – Professional Learning Institute	145
Devonport Stormwater Symposium	Ocean Protect	53
Tasmanian Women in Business Conference (Day 1)	North Marketing	76
Tasmanian Women in Business Conference (Day 2)	North Marketing	72
Structured, Systematic and Explicit Approach to Teaching Mathematics	DECYP - Professional Learning Institute	39
WxNW Regional Tourism Forum	West by Northwest	145
Andy Griffiths "Reading is an Adventure"	Devonport Library	700
Word Origins	DECYP - Professional Learning Institute	52
Tasmanian Business Conference	Devonport Chamber of Commerce and Industry	112
Single Employer Model National Conference – Dinner	General Practice and Primary Care, Department of Health	68
Single Employer Model National Conference – Conference	General Practice and Primary Care, Department of Health	88
Tasmania Rural Health – Welcome event	Department of Health Tasmania	160
Tasmania Rural Health – Dinner	Department of Health Tasmania	125
Tasmania Rural Health - Conference	Department of Health Tasmania	270 x 2
TOTAL		2,532

*Market Square Pavilion



Andy Griffiths Author Talk – Devonport Library



Tasmanian Business Conference – DCCI

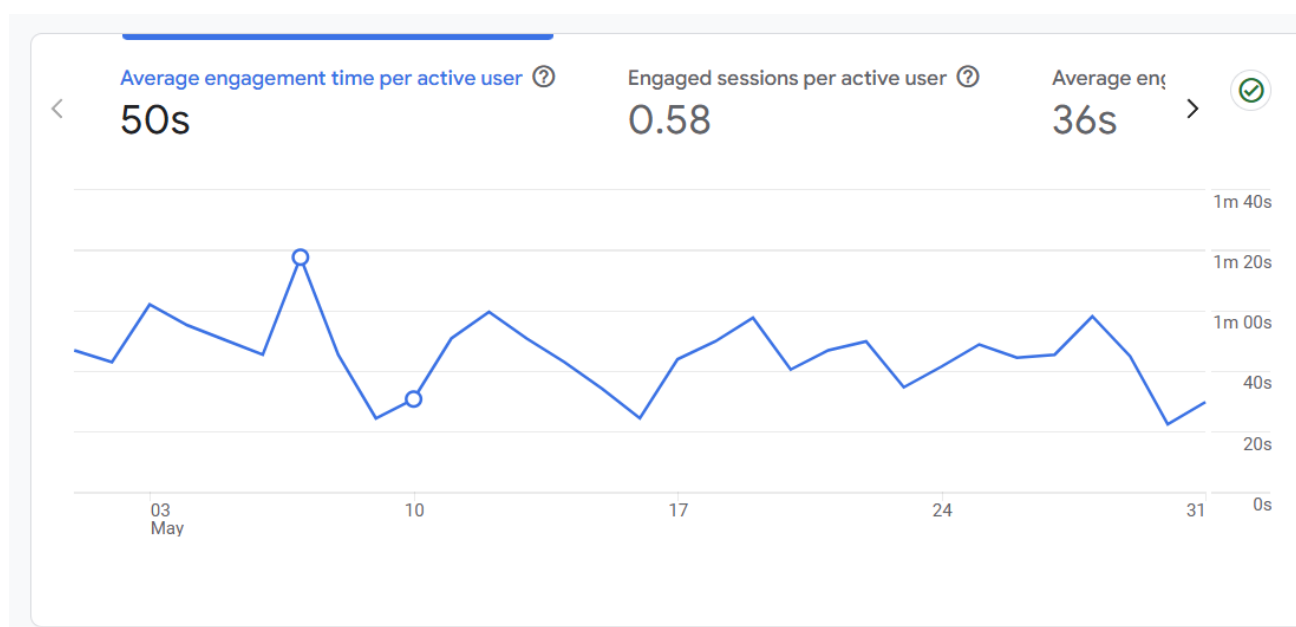
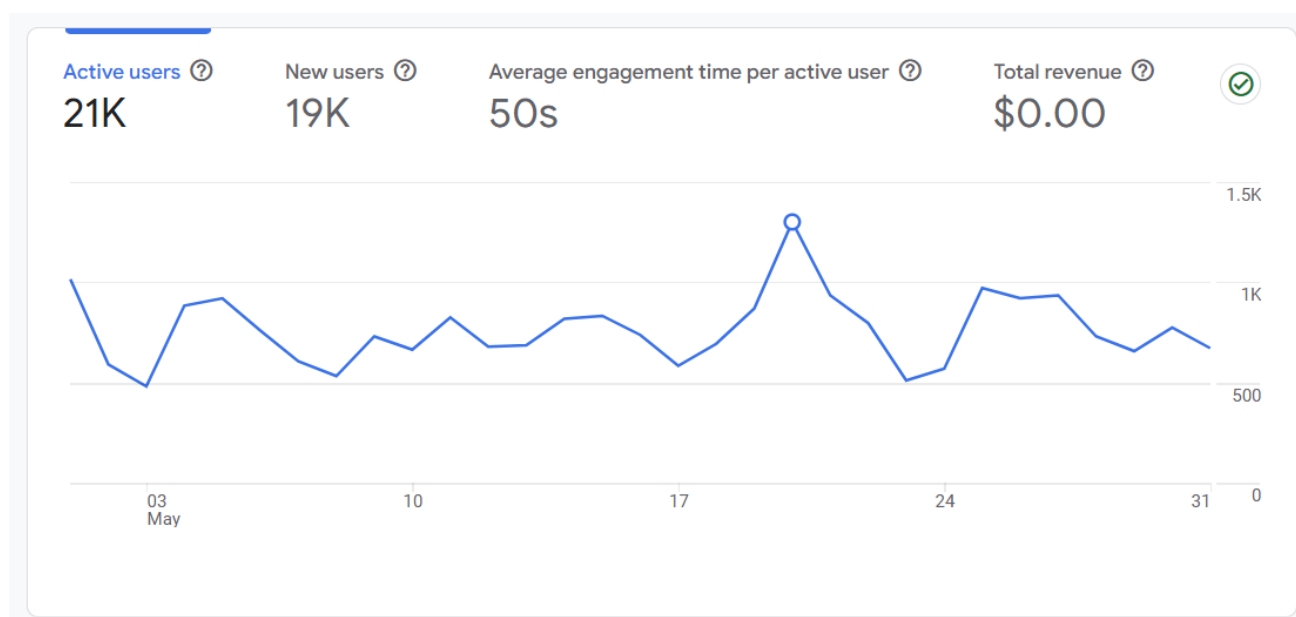
5. CORPORATE SERVICES:**5.1. Human Resources:**

Staff departures, recruitment, and changes to employee roles (including advertised positions, staff appointments, hiring of casual employees, and role modifications). During this financial year, 26 employees have left the organisation, and 24 individuals have been hired.

5.2. Communications:**5.2.1. Website and social media statistics and data:****Devonport City Council Website**

Devonport City Council website content is refreshed on an on-going basis, by updating information and the addition of new public notices, planning applications, news stories and events.

Top 10 Website Pages	May 2026
1. Employment Opportunity – Power Platform Specialist	
2. Forms and Payments	
3. Request to Review a Parking Infringement Form	
4. Advertised Planning Permit	
5. General Waste Collection	
6. Contact Us	
7. Employment Opportunity – Waste Management Customer Service Officer	
8. Employment Opportunities	
9. Parking Patrols and Fines	
10. What's On Devonport	
Note: Most visitors to the website begin at the home page, but this is not listed in the top 10 pages, as it would be a normal starting point for most website visits.	



Social Media

Social Media Council currently utilises Facebook, Twitter, and LinkedIn as social media tools to engage with the community and local media. Followers at the end of May 2026:

Facebook	17,785 up by 124
LinkedIn	1,909 up by 38
X (formerly Twitter)	655 down by 2
Youtube	261 up by 3

Devonport City Council's Corporate Facebook page engages the community with updates on capital works, events, media releases, emergencies, and roadworks. Additional social media accounts, managed by the Council's Events Team and the paranple arts and convention centre, provide targeted content for key demographics.

DCC Corporate Facebook Page Statistics	May 2026
Facebook Average Monthly Viewers: Number of Facebook users who have seen content associated with the page during the period.	Total Viewers: 77,741 Total Views: 594,408 TY (503,299 LY)

During May, the top 10 Facebook posts in terms of audience views were:

1	Stewart St Renewal	2	International Star Wars Day	3	Supercars Reel	4	Road Closure - Supercars	5	Supercars Mid-event Promotion
									
Views	56.7K	Views	39.7K	Views	28.6K	Views	26.0K	Views	24.5K
Reactions	167	Reactions	361	Reactions	238	Reactions	50	Reactions	205
Comments	145	Comments	48	Comments	10	Comments	7	Comments	13
Shares	25	Shares	17	Shares	15	Shares	27	Shares	9

6	Cracker Night Pet Safety	7	Devonport Stadium Teaser Reel	8	Council Meeting Outcomes	9	Bluff Carpark Closure	10	Road Closure - John Street
									
Views	21.5K	Views	18.0K	Views	17.3K	Views	16.7K	Views	16.2K
Reactions	37	Reactions	236	Reactions	45	Reactions	26	Reactions	14
Comments	4	Comments	12	Comments	16	Comments	5	Comments	4
Shares	80	Shares	15	Shares	3	Shares	15	Shares	14

Community Consultation

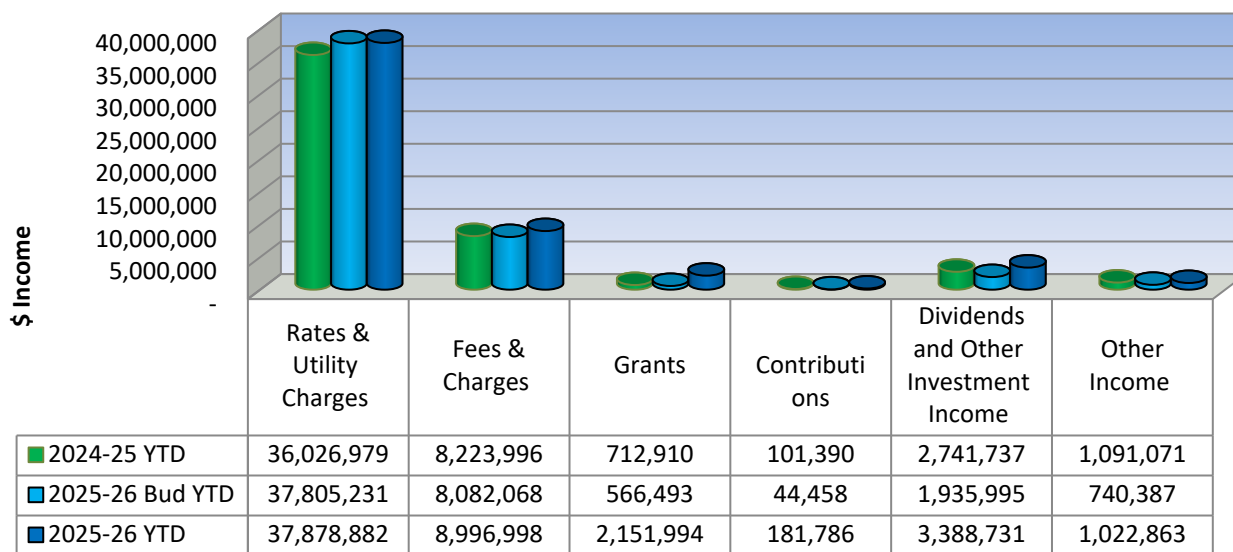
Community consultation for the draft Walking & Riding Strategy 2026 -2031 undertaken during the month of May 2026.

5.3. Finance: Operational Budget

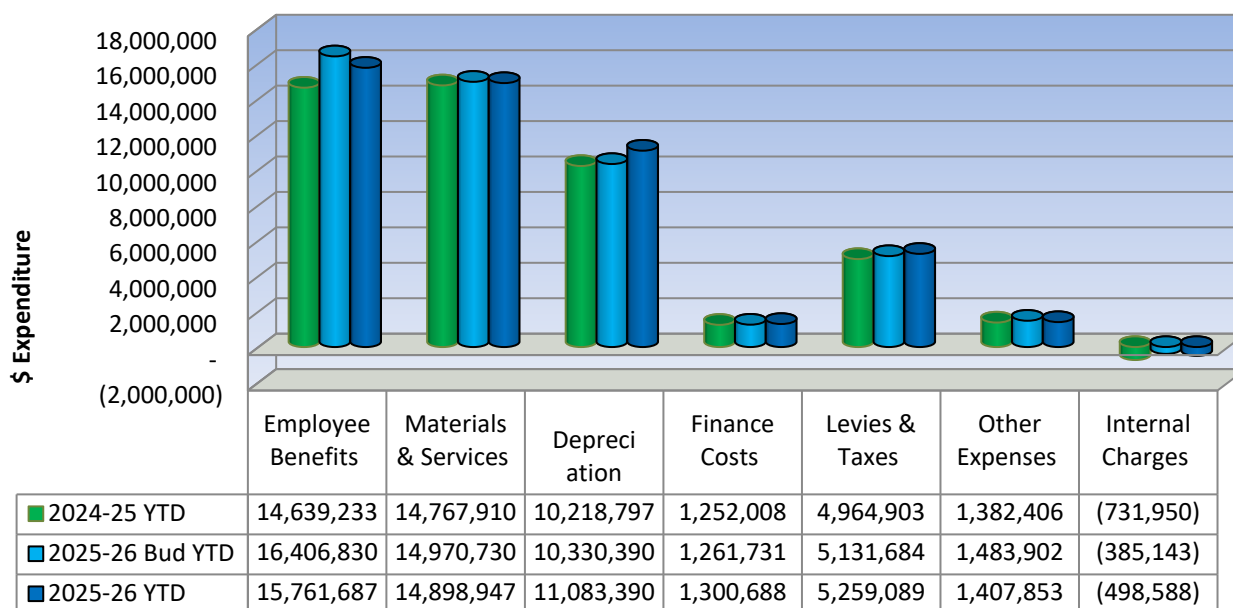
The operating result for the financial year to the end of May 2026 is favourable with actual revenue being higher than budget by \$4.4M and actual expenses being higher than budget by \$12.94K resulting in an overall favourable variance of \$4.43M.

The forecast operating surplus for the financial year is \$2.63M which includes share of profit of associates (Dulverton) of \$1.0M.

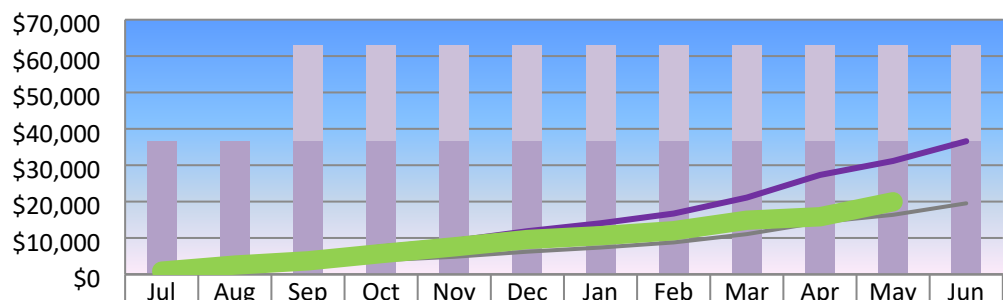
Income Analysis



Expenditure Analysis



Capital Expenditure - \$'000



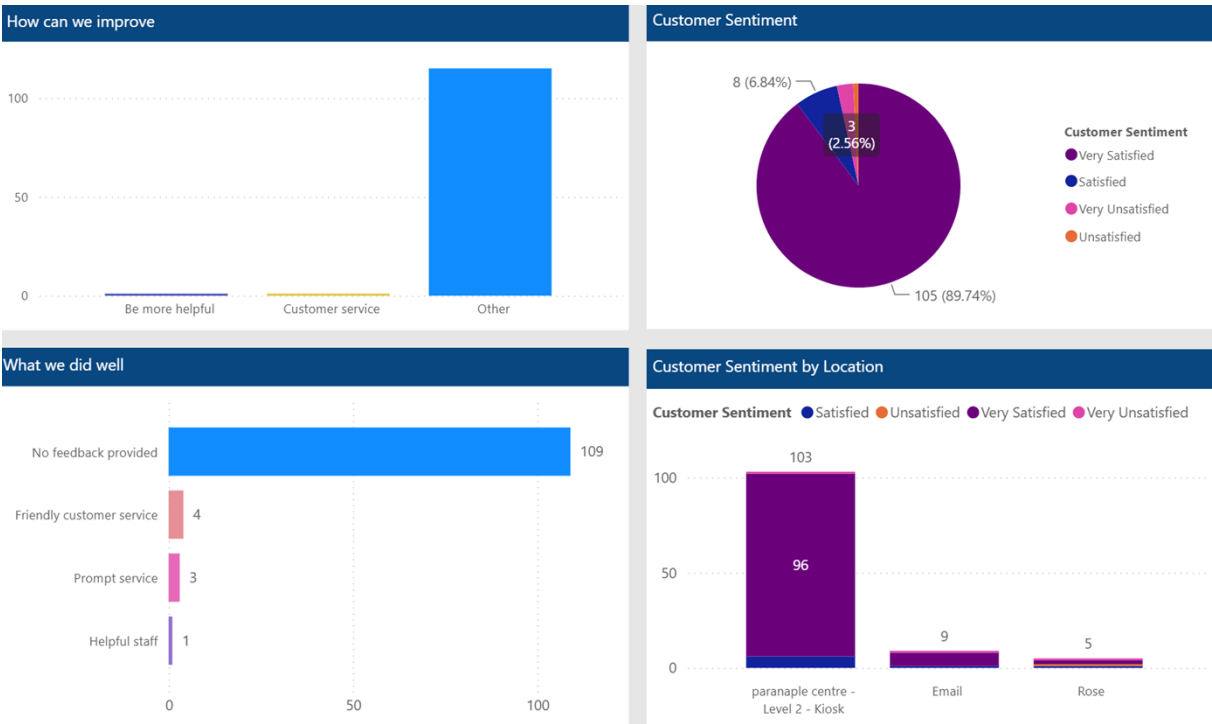
Carried forward budget			26,274	26,274	26,274	26,274	26,274	26,274	26,274	26,274	26,274	26,274
2025-26 Budget - Annual	36,604	36,604	36,604	36,604	36,604	36,604	36,604	36,604	36,604	36,604	36,604	36,604
2024-25 Actual	268	1,193	2,579	3,891	4,822	6,228	7,368	8,771	11,055	14,339	16,359	19,526
2025-26 Forecast	511	2,272	4,912	7,412	9,188	11,867	14,043	16,714	21,106	27,321	31,170	36,602
2025-26 Actual	876	2,543	3,713	5,705	7,561	9,577	10,629	11,990	14,877	15,828	19,951	

5.4. Customer Service:

5.4.1. The following dashboard shows the breakdown of customer sentiment to Council's Customer Service over the phone during May:



5.4.2. The following graphs details the customer feedback received by Council by email, in person and chatbot during to May:

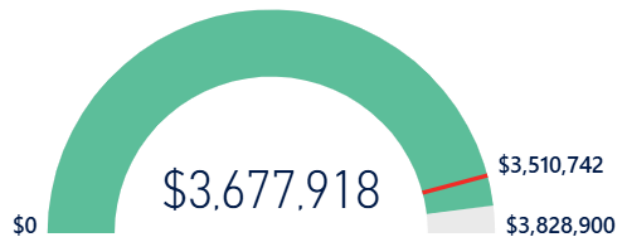


NOTE: Customer Sentiment Stats along with other useful Council reports can be found on Council's website at [Your Council Dashboards | Devonport City Council](#).

5.5. Parking

5.5.1. Parking income statistics this financial year:

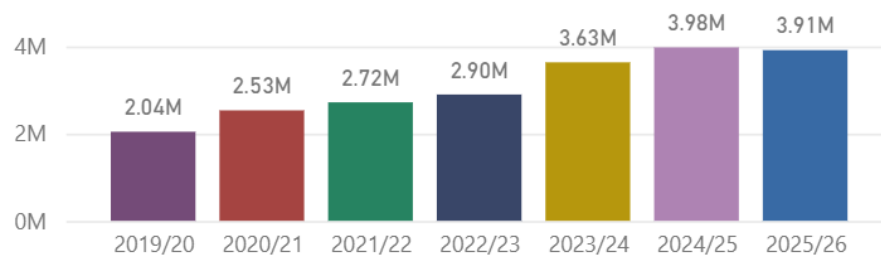
Budget v Revenue Period to Date



Revenue/Budget Period to Date

Description	Budget \$	Revenue \$	Variance \$	Variance %
Edward St CP	11,000.00	112,263.15	\$101,263.15	921%
Fenton Way CP	40,333.37	48,674.84	\$8,341.47	21%
Fines Received	944,166.61	1,101,282.83	\$157,116.22	17%
Formby Rd CP	318,633.37	267,465.68	(\$51,167.69)	-16%
Fourways CP	113,941.63	102,707.31	(\$11,234.32)	-10%
Multi Storey CP	393,250.00	323,893.67	(\$69,356.33)	-18%
Other - MPES	348,333.37	438,179.36	\$89,845.99	26%
Parking Meters	756,250.00	690,057.00	(\$66,193.00)	-9%
Parking Permits	247,041.63	266,477.33	\$19,435.70	8%
Payne Ave CP	153,266.63	136,927.74	(\$16,338.89)	-11%
Steele St CP	80,666.63	84,802.75	\$4,136.12	5%
Wenvoe St CP	103,858.37	105,186.67	\$1,328.30	1%
Total	3,510,741.61	3,677,918.33	\$167,176.72	5%

Previous Years Revenue

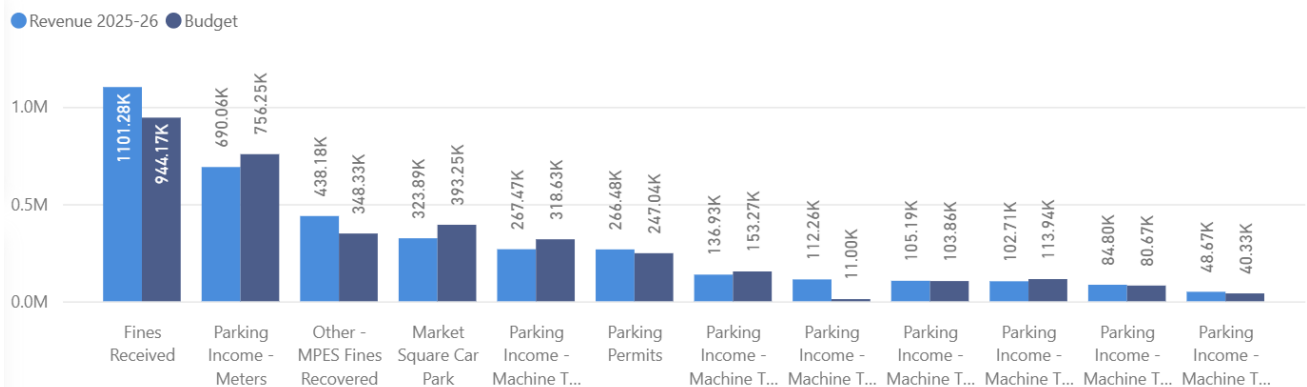


NOTE:

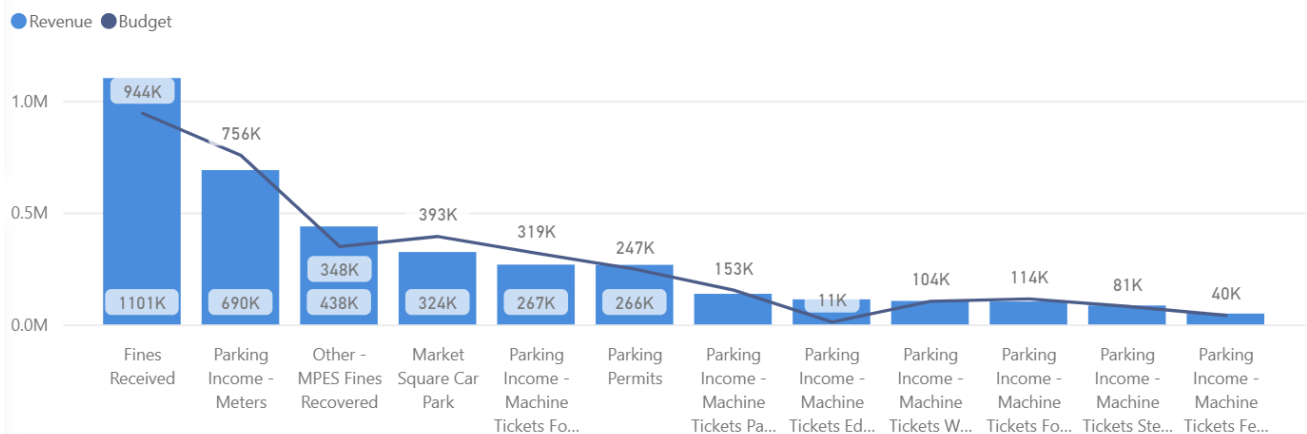
The Edward Street Carpark budget assumed the carpark would be closed for construction of a new development.

5.5.2. Revenue (Revenue v Budget – type breakdown; location breakdown)

Grouped Natural Account - Revenue v Budget Year to Date



Natural Account - Revenue v Budget Year to Date

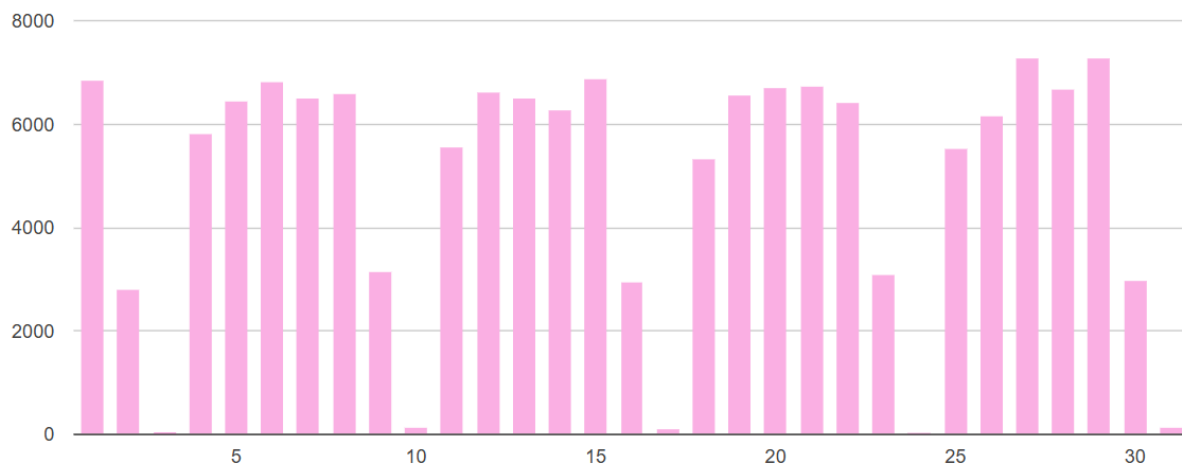


5.6. EasyPark Statistics

REVENUE (incl. GST)

May 2026 ⓘ ↗

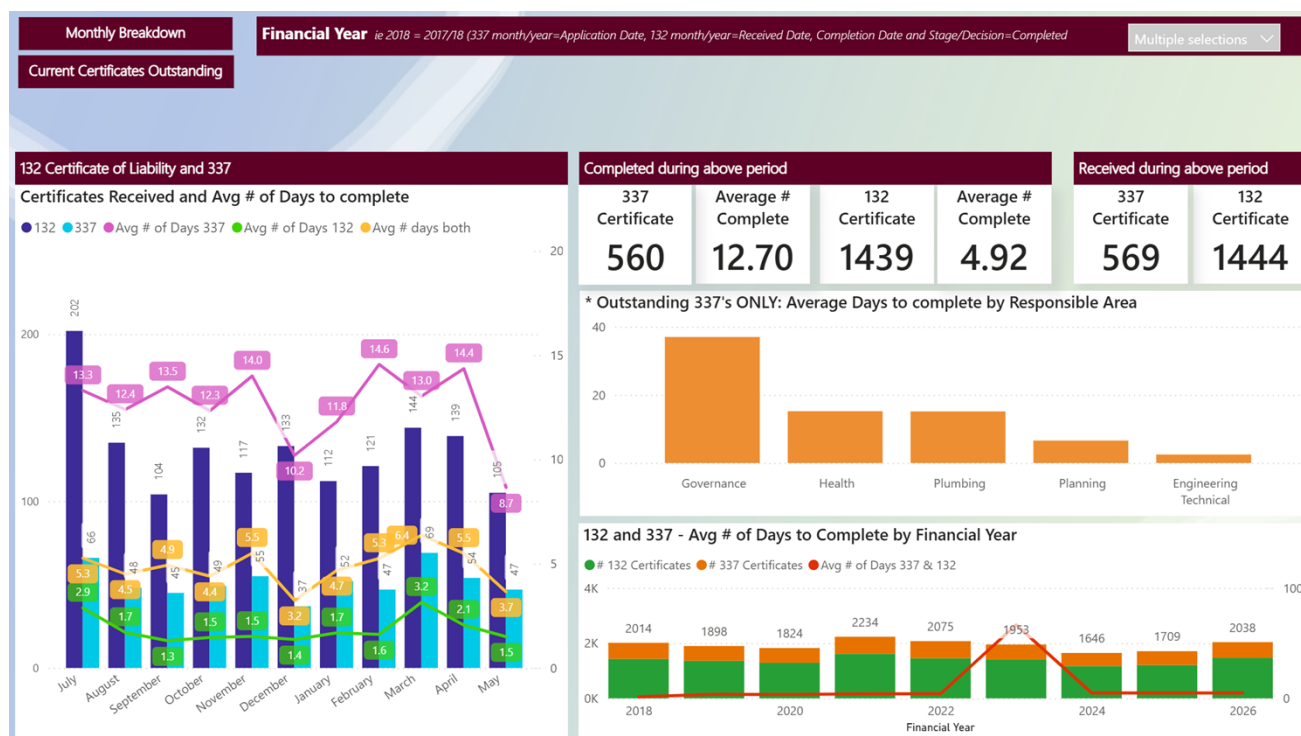
↓ CSV



Total 151 141 AUD

5.7. Section 132 & 337 Certificates:

5.7.1. Statistics on completed certificates Financial YTD:



5.8. Annual Plan Action Update:

5.8.1 Status as of 31 May 2026:

**Action Highlights:**

- **Review and update the Disability Inclusion Plan**

Review underway, engagement with Access and Inclusion group has commenced and Action Plan Items being updated

- **Implement the adopted activation actions for the Rooke Street Mall**

Procurement of structures and landscaping elements has been completed with installation of the activation structure scheduled for early June 2026. Council will be promoting access to the popup structure via an Expression of Interest and online booking process to coordinate future programming of activation activities.

- **Design the Fenton Way Precinct public infrastructure and market the remaining development site**

A staged construction program is intended to commence with the public areas to the south of the new Indie School building being the first stage of works now under construction.

- **Progress the construction phase of the Devonport Indoor Stadium project**

The main works proposal was endorsed by Council at its December meeting and is now well progressed on site.

- **Implement actions within Council's Workforce Development Strategy in particular employee development**

New system for employee development plans has been implemented for all employees

- **Develop a Paranple Conference Spaces Business Plan**

Stage 3 – Business Planning Day completed, draft presented at Council workshop.

6. COMMITTEES, AUTHORITIES & EXTERNAL ORGANISATIONS:

- 6.1. Minutes:** The minutes from the Planning Authority Committee Meeting on Monday 11 May 2026 are attached to this report.

COMMUNITY ENGAGEMENT

This report includes information that relates to community engagement undertaken in relation to operational activity.

FINANCIAL IMPLICATIONS

Any financial or budgetary implications related to matters included in this report will be separately reported to Council.

There is not expected to be any impact on Council's operating budget as a result of this report.

RISK IMPLICATIONS

Any specific risk implications have been outlined in the commentary included as part of this report. Any specific risk that is identified as an issue for Council would result in a separate report to Council.

CONCLUSION

This report is provided for information purposes only and to allow Council and the community to be updated on matters of interest.

ATTACHMENTS

1. Minutes - Planning Authority Committee - 11 May 2026 [**6.4.1** - 3 pages]
2. 20260531 Consolidated Financial Report- Council Report [**6.4.2** - 10 pages]

7 CLOSED SESSION

The Chief Executive Officer advises that in his opinion, the agenda items listed below are prescribed items in accordance with Regulation 17 of the *Local Government (Meeting Procedures) Regulations 2025* (ie confidential matters), and therefore Council may by absolute majority determine to close the meeting to the general public.

RECOMMENDATION

That in accordance with Regulation 17 of the *Local Government (Meeting Procedures) Regulations 2025*, the following be dealt with in Closed Session.

Item No	Matter	Local Government (Meeting Procedures) Regulations 2025 Reference
3.1	Confirmation of Closed Minutes – Council Meeting – 25 May 2026	17(2)(h)
3.2	Requests and Notifications for Leave of Absence or Parental Leave	17(2)(i); 17(2)(j)
4.1	Confidential Attachments	17(2)(h)
5.1	paranaple Convention Centre Business Plan	17(2)(c); 17(2)(h)
5.2	2025 Audit Panel Evaluation Report	17(2)(h)
5.3	Lease Renewal – 17 Fenton Way Devonport	17(2)(g)

8 CLOSURE