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QsoN RBV 22 June 2026 Parking AI street and Multi-Level C P To send

FROM ROBERT B. VELLACOTT
11 COCKER PLACE
DEVONPORT 7310

TO – MAYOR AND COUNCILLORS
DEVONPORT CITY COUNCIL
ROOKE ST DEVONPORT

Subject – Questions on Notice for DCC meeting 22nd June 2026. Parking meter compliance on street parking and multi-level car park

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 has been made, or there has been an overstay.

Question 1 – 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?

Question 2 - 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?

Please acknowledge receipt of this correspondence and include the answers to my questions in the DCC meeting agenda for 22nd June 2026

R. B. Vellacott (sent 11th June 2026)



DEVONPORT CITY COUNCIL

ABN: 47 611 446 016

PO Box 604 Devonport TAS 7310 – 137 Rooke Street, Devonport

Telephone 03 6424 0511

Email council@devonport.tas.gov.au Web www.devonport.tas.gov.au

PLANNING PERMIT APPLICATION FORM

Devonport City Council
Land Use Planning and Approvals Act 1993 (LUPAA)
Tasmanian Planning Scheme – Devonport 2020

Use or Development Site

Development Address

2 & 12 Gadsby Street
Stony Rise 7310

Certificate of Title Reference No.:

CT 184908/101 & CT 184908/7

Applicant's Details

Who is applying

Company

Company Name

6ty Pty Ltd

ACN

101 061 330

Postal Address

PO Box 63
Riverside, TAS 7250
Australia

Telephone

0400 945 776

Email

abrook@6ty.com.au

Do you own the property that is being developed?

No



Submission Date: 18/12/2025

Who would you like the invoice to be made out to?

Other

Name

Fairbrother Pty Ltd

Address

12 Stony Rise Road
Devonport, TAS 7310

Owners Details

if more than one owner, all names must be provided

Who owns the property?

Company

Company Name

Best Street Investments Pty Ltd

ACN

605 150 025

Postal Address

11 Lyons Avenue
Miandetta, TAS 7310
Australia

Phone

6424 1451

Email

garetha@synecticgroup.com.au

Assessment of an application for a Use or Development

Sufficient information must be provided to enable assessment against the requirements of the planning scheme.

What is proposed?

Establishment of 3 bulky goods showrooms

Description of how the use will operate

Construction of a large format retail building within 2 Gadsby Street and associated works, including road access, parking, installation of on-site service infrastructure with connections to existing utilities, and signage.

Associated works extending into 12 Gadsby Street include sections of a vehicular access way, internal water and stormwater infrastructure, and an on-site electrical substation.



Submission Date: 18/12/2025

Supporting Documents for Proposal (Optional)

- [Planning-Report---Large-Format-Retail-Development---1-Friend-Street-Stony-Rise.pdf](#)
- [251032-C-25-12-08-Pricing.pdf](#)

Value of use and/or development

\$ 10,000,000.00

Upload Files

The following information and plans must be provided as part of an application unless the planning authority is satisfied that the information or plan is not relevant to the assessment of the application:

Upload copy of certificate of title, including title plan and schedule of easements

- [Certificates-of-Title-CT-184908-101-184908-7.pdf](#)

A site analysis and site plan showing:

- The existing and proposed use(s) on the site
- The boundaries and dimensions of the site
- Topography including contours showing AHD levels and major site features
- Natural drainage lines, watercourses and wetlands on or adjacent to the site
- Soil type
- Vegetation types and distribution, and trees and vegetation to be removed
- The location and capacity of any existing services or easements on the site or connected to the site
- Existing pedestrian and vehicle access to the site
- The location of existing adjoining properties, adjacent buildings and their uses
- Any natural hazards that may affect use or development on the site
- Proposed roads, driveways, car parking areas and footpaths within the site
- Any proposed open space, communal space, or facilities on the site
- Main utility service connection points and easements
- Proposed subdivision lot boundaries, where applicable
- Details of any proposed fencing

Upload a detailed site plan that includes a floor plan, layouts and elevations

- [Proposal-Plans-Architectural.zip](#)

Upload Site Analysis

- [5385_DA0207_PROPOSED-SITE-PLAN.pdf](#)

Are you planning on constructing a building?

Yes

Where it is proposed to erect buildings, a detailed layout plan of the proposed buildings with dimensions showing:



Submission Date: 18/12/2025

- Setbacks of buildings to property (title) boundaries
- The internal layout of each building on the site
- The private open space for each dwelling
- External storage spaces
- Car parking space location and layout
- Elevations of every building to be erected
- The relationship of the elevations to natural ground level, showing any proposed cut or fill
- Shadow diagrams of the proposed buildings and adjacent structures showing the extent of shading of adjacent private open spaces and external windows of buildings on adjacent sites
- Materials and colours to be used on roofs and external walls

Are you proposing any landscaping?

Yes

A plan of the proposed landscaping including:

- Planting concept
- Paving materials and drainage treatments and lighting for vehicle areas and footpaths
- Plantings proposed for screening from adjacent sites or public spaces

Upload plan of the proposed landscaping

- [5385_DA0207_PROPOSED-SITE-PLAN1.pdf](#)

Notification of Landowner/s

(s.52 Land Use Planning and Approvals Act,1993)

Who owns the land?

Individual / Company

I,

Ashley Brook

declare that the owner/s of the land has / have been notified of my intention to make this application.

Date

18/12/2025

Agreement

I apply for consent to carry out the development described in this application. I declare that all the information given is true and correct. I also understand that:

- if incomplete, the application may be delayed or rejected; and
- more information may be requested in accordance with s.54 (1) of LUPAA.

PUBLIC ACCESS TO PLANNING DOCUMENTS - DISCRETIONARY PLANNING APPLICATIONS (s.57 of



Submission Date: 18/12/2025

LUPAA)

✓ I understand that all documentation included with a discretionary application will be made available for inspection by the public.

Privacy Policy

✓ I agree to the privacy policy of the Devonport City Council.

[Click Here to view our Privacy Policy \(Opens in a new tab\)](#)

Date

18/12/2025

PRIVACY ACT The personal information requested on this form is being collected by Council for processing applications under the Land Use and Planning Approvals Act 1993 and will only be used in connection with the requirements of this legislation. Council is to be regarded as the agency that holds the information.



**RESULT OF SEARCH**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME 184908	FOLIO 101
EDITION 1	DATE OF ISSUE 06-Jun-2023

SEARCH DATE : 17-Jan-2025

SEARCH TIME : 02.38 PM

DESCRIPTION OF LAND

City of DEVONPORT

Lot 101 on Sealed Plan 184908

Derivation : Part of Lot 4579, 107A-2R-0P Gtd. to Andrew Murray Milligan

Prior CT 167737/18

SCHEDULE 1

M780257 TRANSFER to BEST STREET INVESTMENTS PTY LTD
Registered 19-Dec-2019 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

SP184908 EASEMENTS in Schedule of Easements

SP184908 FENCING COVENANT in Schedule of Easements

SP159930, SP161441 & SP167737 FENCING PROVISION in Schedule of Easements

D5930 AGREEMENT pursuant to Section 71 of the Land Use
Planning and Approvals Act 1993 Registered
04-May-2012 at noon

E66835 CAVEAT by LDC Infrastructure Holding Company Pty Ltd
affecting that part of the said land within described
as shown on the plan annexed to the Caveat
Registered 29-Sep-2016 at noon

E203670 MORTGAGE to Australia and New Zealand Banking Group
Limited Registered 19-Dec-2019 at 12.01 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

**RESULT OF SEARCH**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

VOLUME 184908	FOLIO 7
EDITION 1	DATE OF ISSUE 06-Jun-2023

SEARCH DATE : 17-Apr-2025

SEARCH TIME : 03.32 PM

DESCRIPTION OF LAND

City of DEVONPORT

Lot 7 on Sealed Plan 184908

Derivation : Part of Lot 4579, 107A-2R-0P Gtd. to Andrew Murray Milligan

Prior CT 177252/2

SCHEDULE 1M775548 TRANSFER to BEST STREET INVESTMENTS PTY LTD
Registered 31-Oct-2019 at 12.01 PMSCHEDULE 2

Reservations and conditions in the Crown Grant if any

SP184908 EASEMENTS in Schedule of Easements

SP184908 FENCING COVENANT in Schedule of Easements

SP20325 & SP177252 FENCING COVENANT in Schedule of Easements

92056 BOUNDARY FENCES CONDITION in Transfer

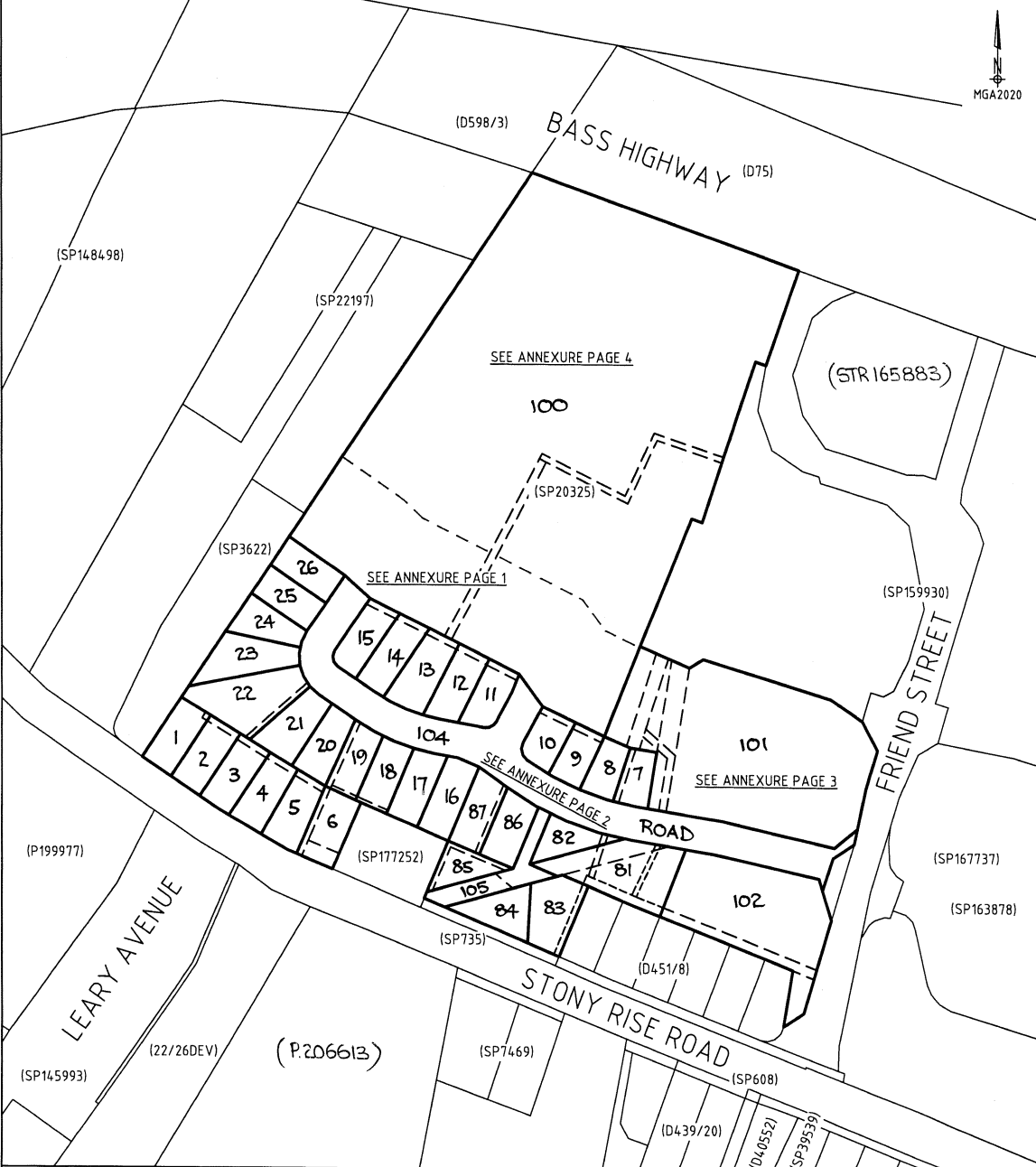
UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

FOLIO PLAN

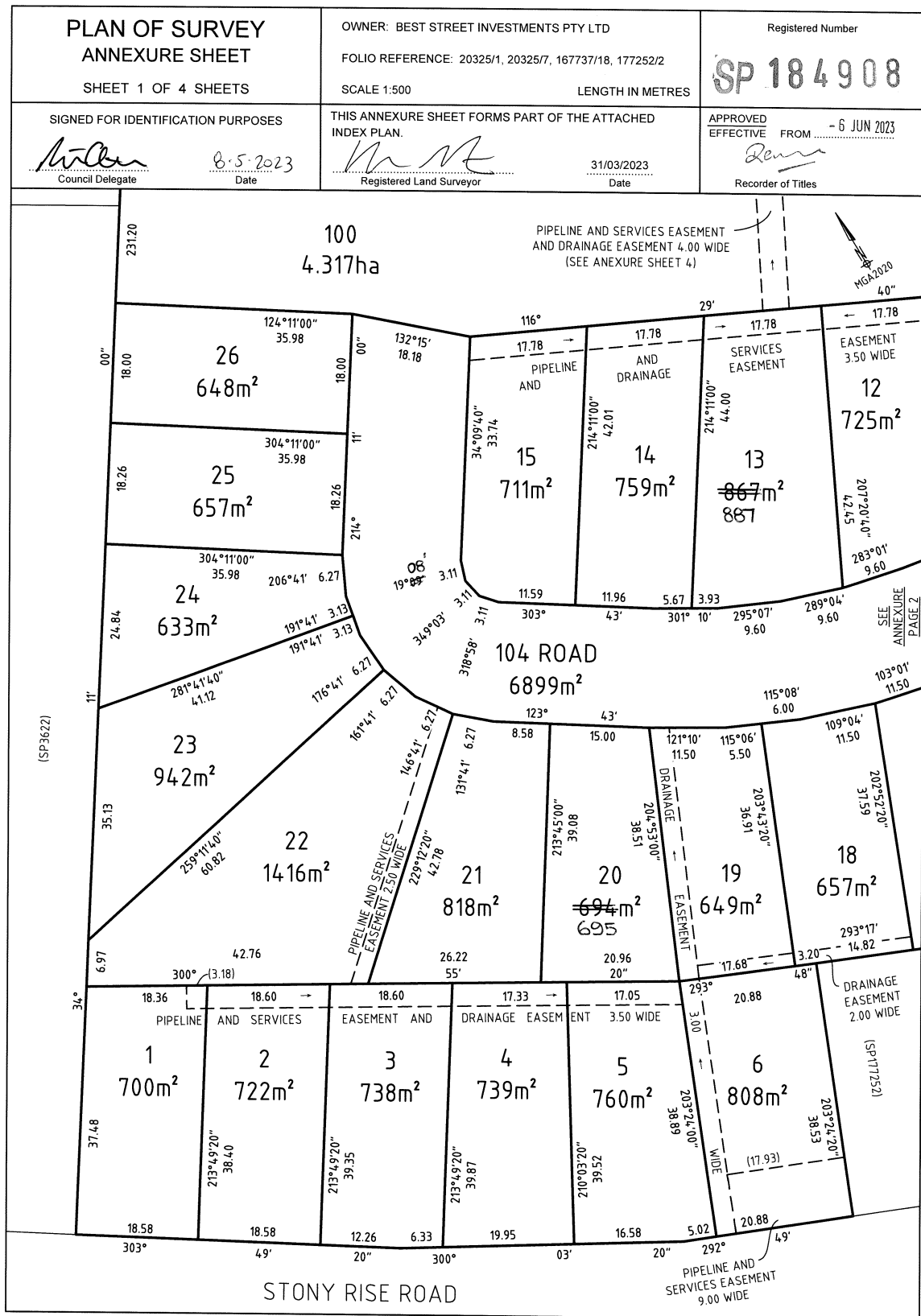
RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

OWNER: BEST STREET INVESTMENTS PTY LTD FOLIO REFERENCE: 20325/1, 20325/7, 167737/18, 177252/2 GRANTEE: Part of lot 4579 107a 2r Op granted to Andrew Murray Milligan, pur.	PLAN OF SURVEY BY SURVEYOR: M. A. C. LESTER of VERIS 100 BEST ST, DEVONPORT LOCATION: DISTRICT OF DEVON PARISH OF NORTHAM CITY OF DEVONPORT SCALE 1:2000 LENGTHS IN METRES	Registered Number SP 184908 APPROVED EFFECTIVE FROM - 6 JUN 2023 <i>Ren</i> Recorder of Titles
PRIORITY FINAL PLAN		ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN
		
<i>ML</i> Registered Land Surveyor 31/03/2023 Date	<i>WCA</i> Council Delegate 8.5.2023 Date	

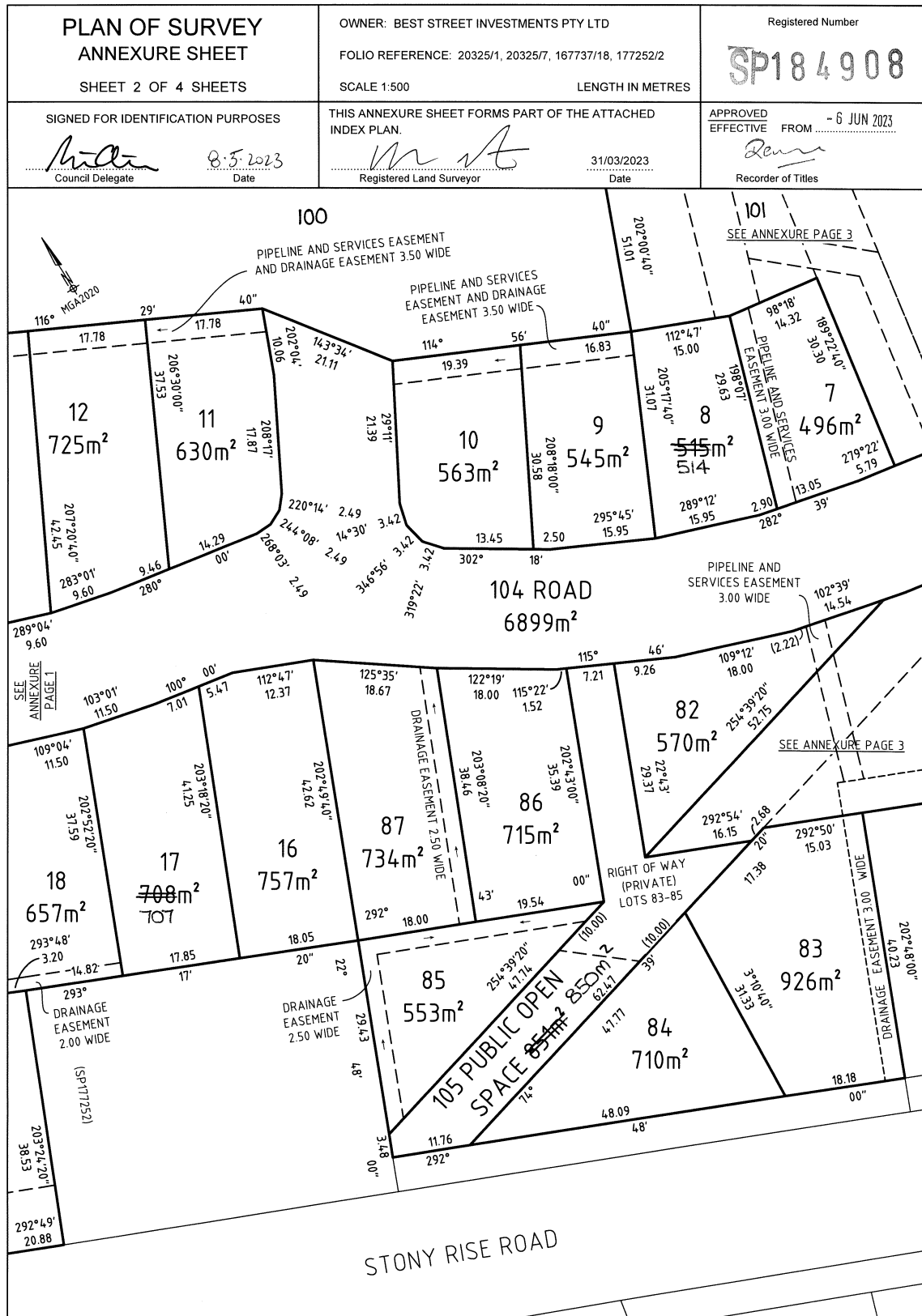
FOLIO PLAN**RECORDER OF TITLES**

Issued Pursuant to the Land Titles Act 1980



FOLIO PLAN**RECORDER OF TITLES**

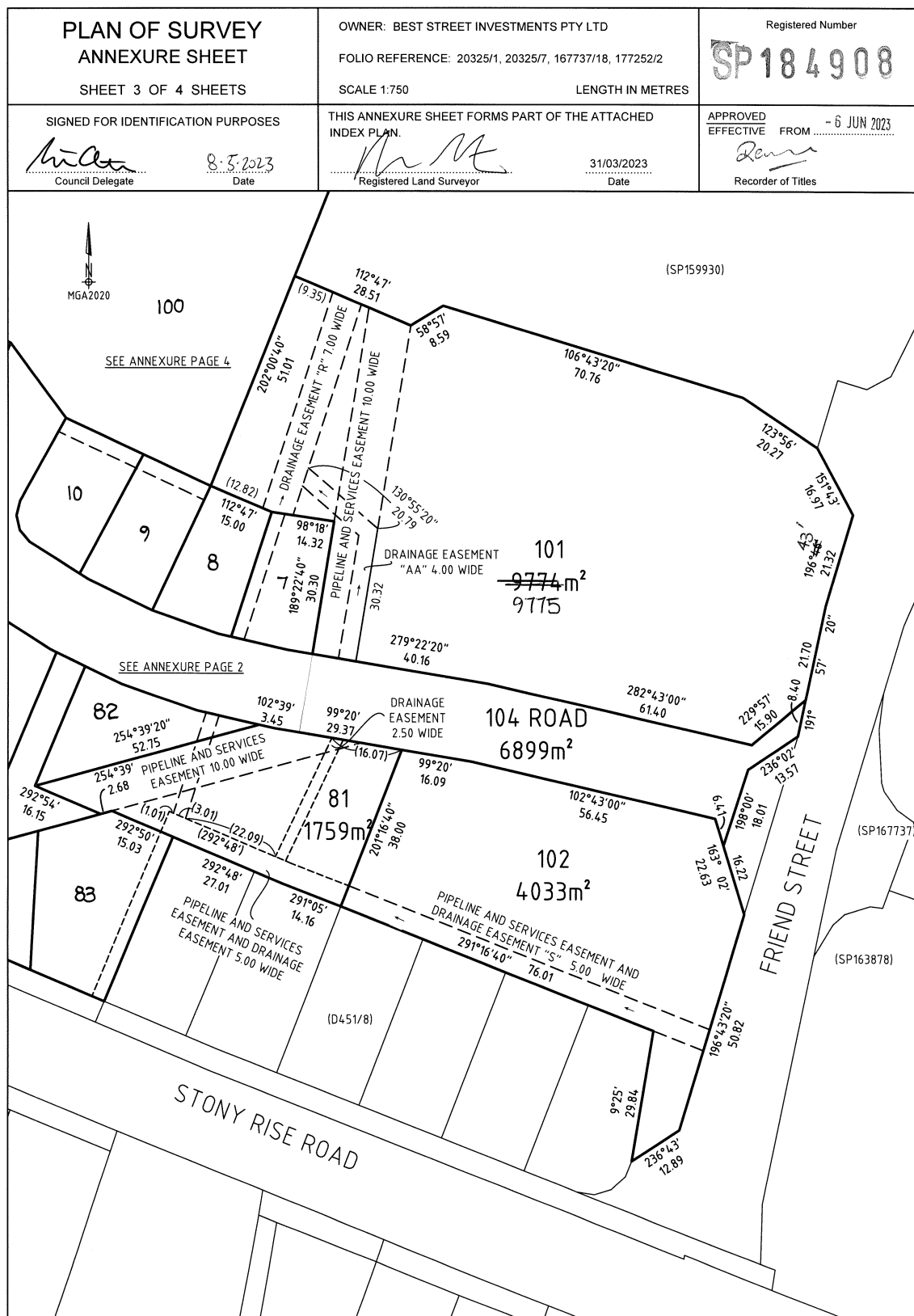
Issued Pursuant to the Land Titles Act 1980



FOLIO PLAN

RECORDER OF TITLES

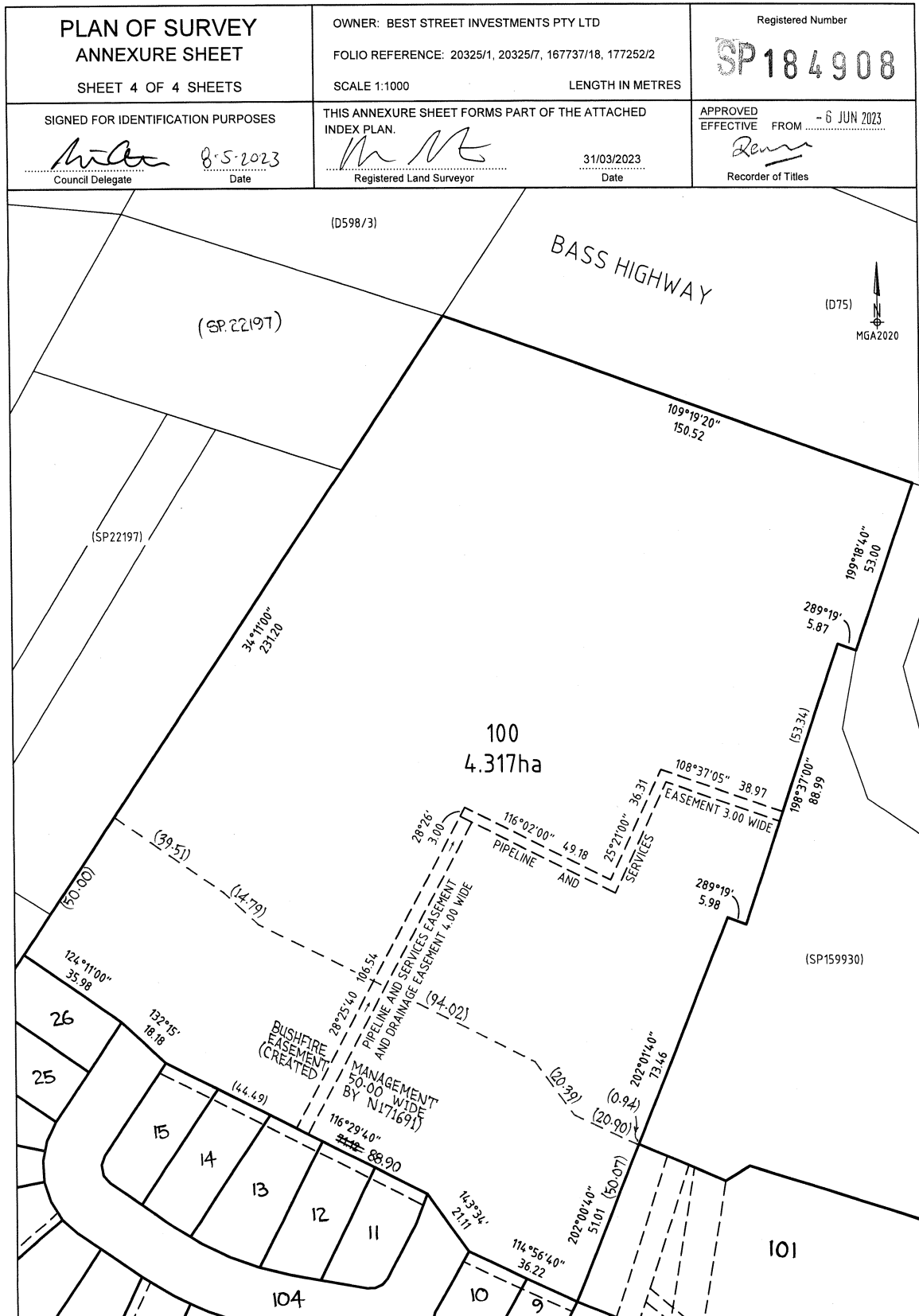
Issued Pursuant to the Land Titles Act 1980



FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SCHEDULE OF EASEMENTS	Registered Number
NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.	SP 184908

PAGE 1 OF 4 PAGE/S

EASEMENTS AND PROFITS

Each lot on the plan is together with:-

- (1) such rights of drainage over the drainage easements shown on the plan (if any) as may be necessary to drain the stormwater and other surplus water from such lot; and
- (2) any easements or profits a prendre described hereunder.

Each lot on the plan is subject to:-

- (1) such rights of drainage over the drainage easements shown on the plan (if any) as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan; and
- (2) any easements or profits a prendre described hereunder.

The direction of the flow of water through the drainage easements shown on the plan is indicated by arrows.

Lots 1 to 5 on the Plan ("the Lots") are each subject to a Pipeline and Services Easement in gross in favour of TasWater over the land marked "PIPELINE AND SERVICES EASEMENT AND DRAINAGE EASEMENT 3.50 WIDE" shown on the Plan ("the Easement Land").

Lots 1 to 5 on the Plan are each subject to a Right of Drainage in favour of the Devonport City Council over the land marked "PIPELINE AND SERVICES EASEMENT AND DRAINAGE EASEMENT 3.50 WIDE" shown passing through those Lots on the Plan.

Lot 6 on the Plan is subject to a Right of Drainage in favour of the Devonport City Council over the land marked "DRAINAGE EASEMENT 3.00 WIDE" shown passing through Lot 6 on the Plan.

Lot 6 on the Plan ("the Lot") is subject to a Pipeline and Services Easement in gross in favour of TasWater over the land marked "PIPELINE AND SERVICES EASEMENT 9.00 WIDE" shown on the Plan ("the Easement Land").

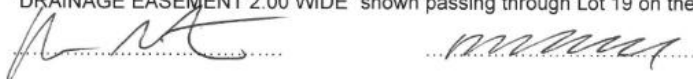
Lot 7 on the Plan ("the Lot") is subject to a Pipeline and Services Easement in gross in favour of TasWater over the land marked "PIPELINE AND SERVICES EASEMENT 3.00 WIDE" shown on the Plan ("the Easement Land").

Lots 9 to 15 on the Plan ("the Lots") are each subject to a Pipeline and Services Easement in gross in favour of TasWater over the land marked "PIPELINE AND SERVICES EASEMENT AND DRAINAGE EASEMENT 3.50 WIDE" shown on the Plan ("the Easement Land").

Lots 9 to 15 on the Plan are each subject to a Right of Drainage in favour of the Devonport City Council over the land marked "PIPELINE AND SERVICES EASEMENT AND DRAINAGE EASEMENT 3.50 WIDE" shown passing through those Lots on the Plan.

Lot 18 on the Plan is subject to a Right of Drainage in favour of the Devonport City Council over the land marked "DRAINAGE EASEMENT 2.00 WIDE" shown passing through Lot 18 on the Plan.

Lot 19 on the Plan is subject to a Right of Drainage in favour of the Devonport City Council over the land marked "DRAINAGE EASEMENT 2.00 WIDE" shown passing through Lot 19 on the Plan.



(USE ANNEXURE PAGES FOR CONTINUATION)

SUBDIVIDER: Best Street Investments Pty Ltd FOLIO REF: Volume 20325 Folios 1 and 7, Volume 167737 Folio 18 and Volume 177252 Folio 2 SOLICITOR: Sproal & Associates (BD Sproal) & REFERENCE: 223540	PLAN SEALED BY: Devonport City Council DATE: 8 th May 2023 PA2020.0008 REF NO. PA2021.0186 Council Delegate
NOTE: The Council Delegate must sign the Certificate for the purposes of identification.	

SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 2 OF 4 PAGES	Registered Number SP 184908
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Lot 19 on the Plan is subject to a Right of Drainage in favour of the Devonport City Council over the land marked "DRAINAGE EASEMENT 3.00 WIDE" shown passing through Lot 19 on the Plan.

Lot 22 on the Plan ("the Lot") is subject to a Pipeline and Services Easement in gross in favour of TasWater over the land marked "PIPELINE AND SERVICES EASEMENT 2.50 WIDE" shown on the Plan ("the Easement Land").

Lot 81 on the Plan ("the Lot") is subject to a Pipeline and Services Easement in gross in favour of TasWater over the land marked "PIPELINE AND SERVICES EASEMENT 10.00 WIDE" shown on the Plan ("the Easement Land").

Lot 81 on the Plan is subject to a Right of Drainage in favour of the Devonport City Council over the land marked "PIPELINE AND SERVICES EASEMENT AND DRAINAGE EASEMENT 5.00 WIDE" shown passing through Lot 81 on the Plan.

Lot 81 on the Plan is subject to a Right of Drainage in favour of the Devonport City Council over the land marked "DRAINAGE EASEMENT 2.50 WIDE" shown passing through Lot 81 on the Plan.

Lot 81 on the Plan ("the Lot") is subject to a Pipeline and Services Easement in gross in favour of TasWater over the land marked "PIPELINE AND SERVICES EASEMENT AND DRAINAGE EASEMENT 5.00 WIDE" shown on the Plan ("the Easement Land").

Lot 81 on the Plan ("the Lot") is subject to a Pipeline and Services Easement in gross in favour of TasWater over the land marked "PIPELINE AND SERVICES EASEMENT 3.00 WIDE" shown on the Plan ("the Easement Land").

Lot 82 on the Plan ("the Lot") is subject to a Pipeline and Services Easement in gross in favour of TasWater over the land marked "PIPELINE AND SERVICES EASEMENT 3.00 WIDE" shown on the Plan ("the Easement Land").

Lot 83 on the Plan is together with a Right of Carriageway over the land marked "RIGHT OF WAY (PRIVATE) LOTS 83-85" shown passing through Lot 105 on the Plan.

Lot 83 on the Plan is subject to a Right of Drainage in favour of the Devonport City Council over the land marked "DRAINAGE EASEMENT 3.00 WIDE" shown passing through Lot 83 on the Plan.

Lot 84 on the Plan is together with a Right of Carriageway over the land marked "RIGHT OF WAY (PRIVATE) LOTS 83-85" shown passing through Lot 105 on the Plan.

Lot 85 on the Plan is subject to a Right of Drainage in favour of the Devonport City Council over the land marked "DRAINAGE EASEMENT 2.50 WIDE" shown passing through Lot 85 on the Plan.

Lot 85 on the Plan is together with a Right of Carriageway over the land marked "RIGHT OF WAY (PRIVATE) LOTS 83-85" shown passing through Lot 105 on the Plan.

Lot 87 on the Plan is subject to a Right of Drainage in favour of the Devonport City Council over the land marked "DRAINAGE EASEMENT 2.50 WIDE" shown passing through Lot 87 on the Plan.

Lot 100 on the Plan is subject to a Right of Drainage in favour of the Devonport City Council over the land marked "PIPELINE AND SERVICES EASEMENT AND DRAINAGE EASEMENT 4.00 WIDE" shown passing through Lot 100 on the Plan.



NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.

SCHEDULE OF EASEMENTS

RECORDER OF TITLES

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ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 3 OF 4 PAGES	Registered Number SP 184908
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Lot 100 on the Plan ("the Lot") is subject to a Pipeline and Services Easement in gross in favour of TasWater over the land marked "PIPELINE AND SERVICES EASEMENT 3.00 WIDE" shown on the Plan ("the Easement Land").

Lot 100 on the Plan ("the Lot") is subject to a Pipeline and Services Easement in gross in favour of TasWater over the land marked "PIPELINE AND SERVICES EASEMENT AND DRAINAGE EASEMENT 4.00 WIDE" shown on the Plan ("the Easement Land").

Lot 101 on the Plan is subject to a Right of Drainage in favour of the Devonport City Council over the land marked "DRAINAGE EASEMENT "AA" 4.00 WIDE" shown passing through Lot 101 on the Plan.

Lot 101 on the Plan is subject to a Right of Drainage in favour of the Devonport City Council over the land marked "DRAINAGE EASEMENT "R" 7.00 WIDE" shown passing through Lot 101 on the Plan.

Lot 101 on the Plan ("the Lot") is subject to a Pipeline and Services Easement in gross in favour of TasWater over the land marked "PIPELINE AND SERVICES EASEMENT 10.00 WIDE" shown on the Plan ("the Easement Land").

Lot 102 on the Plan is subject to a Right of Drainage in favour of the Devonport City Council over the land marked "PIPELINE AND SERVICES EASEMENT AND DRAINAGE EASEMENT "S" 5.00 WIDE" shown passing through Lot 102 on the Plan.

Lot 102 on the Plan ("the Lot") is subject to a Pipeline and Services Easement in gross in favour of TasWater over the land marked "PIPELINE AND SERVICES EASEMENT AND DRAINAGE EASEMENT "S" 5.00 WIDE" shown on the Plan ("the Easement Land").

Lot 105 on the Plan is subject to a Right of Carriageway (appurtenant to Lots 83, 84 and 85 on the Plan) over the land marked "RIGHT OF WAY (PRIVATE) LOTS 83 - 85" shown passing through Lot 105 on the Plan.

GOVERNANTS

The owner of each Lot on the Plan covenants with the Devonport City Council to the intent that the burden of this covenant may run with and bind the covenantor's lot, and every part thereof, to observe the following stipulation, namely, not to require the Devonport City Council to construct any driveway, right of way or accessway within Lot 105 on the Plan or to maintain any driveway, right of way or accessway to any Lot which is located within Lot 105 on the Plan.

INTERPRETATION

In this Schedule of Easements:

"Pipeline and Services Easement" is defined as follows:

FIRSTLY, THE FULL AND FREE RIGHT AND LIBERTY for TasWater and its employees, contractors, agents and all other persons duly authorized by it, at all times to:

- (1) enter and remain upon the Easement Land with or without machinery, vehicles, plant and equipment,
- (2) investigate, take soil, rock and other samples, survey, open and break up and excavate the Easement Land for any purpose or activity that TasWater is authorized to do or undertake,
- (3) install, retain, operate, modify, relocate, maintain, inspect, cleanse, repair, remove and replace the Infrastructure,



NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.

1/6/2023
Barry David Speed
Solicitor for the
Subdividers

SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 4 OF 4 PAGES	Registered Number 
SUBDIVIDER: Best Street Investments Pty Ltd FOLIO REFERENCE: Volume 20325 Folios 1 and 7, Volume 167737 Folio 18 and Volume 177252 Folio 2	

- (4) run and pass sewerage, water and electricity through and along the Infrastructure,
- (5) do all works reasonably required in connection with such activities or as may be authorized or required by any law:
- (a) without doing unnecessary damage to the Easement Land, and
 - (b) leaving the Easement Land in a clean and tidy condition,
- (6) if the Easement Land is not directly accessible from a highway, then for the purpose of undertaking any of the preceding activities TasWater may with or without employees, contractors, agents and any other persons authorized by it, and with or without machinery, vehicles, plant and equipment enter the Lot from the highway at any vehicle entry and cross the Lot to the Easement Land, and
- (7) use the Easement Land as a right of carriageway for the purpose of undertaking any of the preceding purposes on other land, TasWater reinstating any damage that it causes in doing so to any boundary fence of the Lot.

SECONDLY, the benefit of a covenant in gross for TasWater with the registered proprietor/s of the Easement Land and their successors and assigns not to erect any building, or place any structures, objects, vegetation, or remove any thing that supports, protects or covers any Infrastructure on or in the Easement Land, without the prior written consent of TasWater to the intent that the burden of the covenant may run with and bind the servient land and every part thereof and that the benefit thereof may be annexed to the easement herein described.

Interpretation:

"Infrastructure" means infrastructure owned on for which TasWater is responsible and includes but is not limited to:

- (a) Sewer pipes and water pipes and associated valves,
- (b) Telemetry and monitoring devices,
- (c) Inspection and access pits,
- (d) Electricity assets and other conducting media (excluding telemetry and monitoring devices);
- (e) Markers or signs indicating the location of the Easement Land or any other Infrastructure or any warnings or restrictions with respect to the Easement Land or any other Infrastructure,
- (f) Anything reasonably require to support, protect or cover any other Infrastructure;
- (g) Any other infrastructure whether of a similar nature or not to the preceding which is reasonably required for the piping of sewerage or water, or the running of electricity, through the Easement Land or monitoring or managing that activity, and
- (h) Where the context permits, any part of the Infrastructure.

"TasWater" means Tasmanian Water & Sewerage Corporation Pty Ltd (ACN 162 220 653), its successors and assigns.

FENCING COVENANT

The Owner of each lot on the Plan covenants with the Vendor (Best Street Investments Pty Ltd ACN 605 150 025) that the Vendor shall not be required to fence.

EXECUTED by **BEST STREET INVESTMENTS PTY LTD** ACN 605 150 025 being the registered proprietor of the lands comprised in Folios of the Register Volume 20325 Folio 1, Volume 20325 Folio 7, Volume 167737 Folio 18 and Volume 177252 Folio 2 in accordance with Section 127 of the Corporations Act 2001:


 Director - Malcolm Albert Colish Lester
 16/6/2023


 Director - Matthew William McConnell
 16/6/2023

NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.



Planning Report

Large Format Retail Development

1 Friend Street, Stony Rise



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Report Title:		Planning Report			
Project Number:		25.301	Project Name:		Planning Services – Lot 101 Friend Street, Stony Rise
Client:		Fairbrother Pty Ltd		Client Contact:	Brad Symmons
Revision:	Date:	Revision details:		Prepared by:	Reviewed by:
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Planning Report – Large Format Retail Development – 1 Friend Street, Stony Rise
December 2025

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1. Introduction

6ty° has been engaged by **Fairbrother Pty Ltd** to provide town planning services for a proposed large format retail development at 1 Friend Street, Stony Rise.

1.1 Purpose of the Report

This Planning Report accompanies a planning permit application (the “application”) to the Devonport City Council (the “Council”), as the Planning Authority, for the project. The report describes the proposed large format retail development and assesses the proposal against the relevant provisions and standards in the *Tasmanian Planning Scheme – Devonport* (the “Planning Scheme”).

1.2 Planning Overview

The matters summarised in Table 1 are described in greater detail throughout this Planning Report.

Table 1 – Overview of the Application

Statutory References		
Planning Instrument:	Tasmanian Planning Scheme – Devonport	
Planning Authority:	Devonport City Council	
Site		
Property Addresses:	2 Gadsby Street	12 Gadsby Street
Property Identification (PID) Numbers:	PID 9961762	PID 9082684
Certificate of Title (CT) References:	CT 184908/101	CT 184908/7
Area:	9,775 m²	496 m²
Zoning and Overlays		
Zone:	Commercial	General Residential
Overlays:	Bushfire-Prone Area Airport Obstacle Limitation Area	Priority Vegetation Area Airport Obstacle Limitation Area
General Overlay:	Devonport Regional Homemaker Centre and Stony Rise Village Specific Area Plan	Nil
Application Details		
Proposed Use:	Bulky Goods Sales	
Proposed Development:	Construction of a large format retail building within 2 Gadsby Street and associated works, including road access, parking, installation of on-site service infrastructure with connections to existing utilities, and signage.	

Application Details	
	Associated works extending into 12 Gadsby Street include sections of a vehicular access way, internal water and stormwater infrastructure, and an on-site electrical substation.
Applicable General Provision:	7.6 Access and Provision of Infrastructure Across Land in Another Zone
Relevant Codes:	Signs Code Parking and Sustainable Transport Code Road and Railway Assets Code Natural Assets Code Bushfire-Prone Areas Code Safeguarding of Airports Code
Applicable Specific Area Plan:	Devonport Regional Homemaker Centre and Stony Rise Village Specific Area Plan
Application Status:	Discretionary

1.3 Accompanying Documents

This Planning Report considers the proposal plans and the Transport Impact Assessment (TIA) listed in Tables 2 and 3, which accompany the application. The report should be read in conjunction with these documents.

Table 2 – Current Proposal Plans

Drawing Title	Project No.	Drawing No.	Revision No.	Date
Architectural Drawings by Leffler Simes Architects				
Cover Sheet	5385	DA001	P2	16/12/2025
Existing Conditions Plan	5385	DA015	P3	21/11/2025
Proposed Site Plan	5385	DA020	P7	10/12/2025
Ground Floor Plan	5385	DA100	P5	10/12/2025
Roof Plan	5385	DA111	P3	21/11/2025
Elevations	5385	DA151	P5	16/12/2025
Proposed Sections	5385	DA161	P3	21/11/2025
Signage Details	5385	DA170	P3	16/12/2025
Pylon Details	5385	DA171	P1	21/11/2025
Shadow Diagrams	5385	DA201	P1	21/11/2025
Shadow Diagrams	5385	DA202	P1	21/11/2025
Proposed Artist Impressions	5385	DA300	P2	16/12/2025
Civil Drawings by Collective Consulting				
Cover Sheet	251032	C0V	C	8/12/2025
Civil Notes	251032	C001	B	8/12/2025

Drawing Title	Project No.	Drawing No.	Revision No.	Date
Civil Drawings by Collective Consulting				
Existing Site / Demolition Plan	251032	C101	B	8/12/2025
Bulk Earthworks Plan	251032	C301	C	8/12/2025
Infrastructure Plan	251032	C401	C	8/12/2025
Sections & Details Sheet 1	251032	C801	A	8/12/2025
Sections & Details Sheet 2	251032	C802	A	8/12/2025

Table 3 – Accompanying Assessment

Assessment Title	Consultant	Reference	Version	Date
Transport Impact Assessment	Ratio Consultants	23997T - REP01	F02	11/12/2025

2. Location

2.1 Site Details

The project address is 1 Friend Street, Stony Rise, a historical property comprising the current 1 Gadsby Street, 2 Gadsby Street, and the section of the public road (Gadsby Street) located between them, all of which were created as part of a recent subdivision.

The proposed large format retail building, along with most associated works, will be constructed on the land at 2 Gadsby Street. Some works, including sections of a vehicular access way, internal water and stormwater infrastructure, and an on-site electrical substation, will extend into the adjoining property at 12 Gadsby Street.

Accordingly, the site of the proposal includes both properties, as shown in Figure 1, which are comprised in the following titles:

- 2 Gadsby Street – CT 184908/101 (9,775 m²); and
- 12 Gadsby Street – CT 184908/7 (496 m²).

Figure 1 – Aerial Image of the Site¹



The combined area of the site is approximately 1.03 hectares, with frontages to Gadsby Street to the south and Friend Street to the east. Both properties remain in the ownership of Best Street Investments Pty Ltd, with their titles registered in June 2023.

2 Gadsby Street is zoned Commercial and is subject to the Devonport Regional Homemaker Centre and Stony Rise Village Specific Area Plan (the “Homemaker Centre SAP”) under the *Devonport Local Provisions Schedule* (LPS) of the Planning Scheme. 12 Gadsby Street is zoned General Residential.

¹ Base image from Nearmap, © Nearmap 2025.

2.2 Site Context

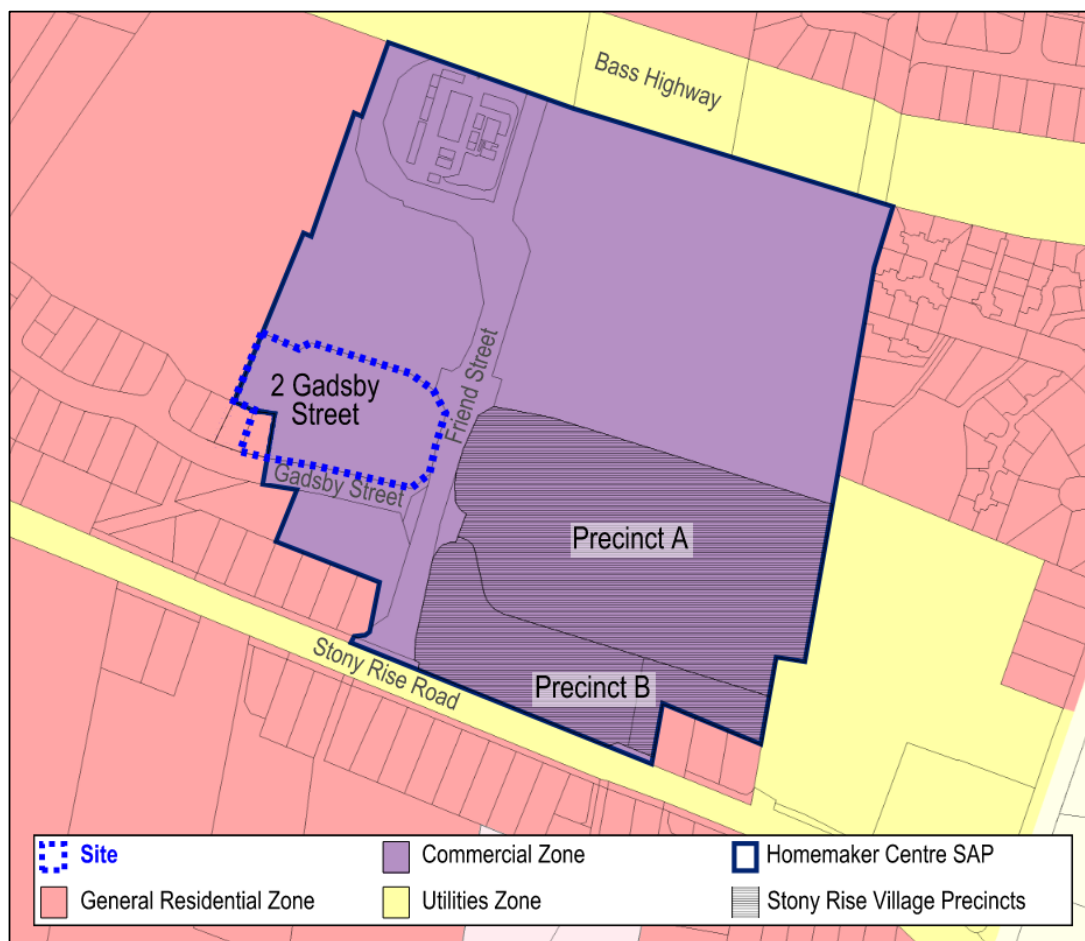
2.2.1 Recent Subdivision

The recent subdivision that created the current titles comprising the proposal site included the construction of Gadsby Street. This road continues to the west and provides frontage for a further 22 General Residential-zoned lots within the same subdivision, which was undertaken by Best Street Investments Pty Ltd. The balance of the subdivision is contained 18A Gadsby Street, located to the north-west of the site and holds a further 51 approved lots.

2.2.2 Devonport Regional Homemaker Centre

The broader extent of the Homemaker Centre SAP, which applies to all the Commercial-zoned land at Stony Rise, is shown in Figure 2.

Figure 2 – Zoning and Specific Area Plan Extent²



The SAP provides for integrated bulky goods showrooms, large format retail and trade supplies, including associated food services, car parking, signage and landscaping. In addition, it provides for a neighbourhood centre, within Stony Rise Village Precinct A, that offers a limited range of retail, business and food service uses for the convenience needs of the local area.

² Base data from LISTmap, TheLIST, © State of Tasmania.

The SAP encompasses the following areas:

- 1 Friend Street: Includes the location of the proposed large format retail building (2 Gadsby Street) and the adjacent 1 Gadsby Street, in the south-western part of the SAP. Both properties are currently vacant.
- 2 Friend Street: Located to the north of the proposal site, this property contains an existing large format retail building accommodating a Harvey Norman showroom. It is comprised of a single title.
- 3 Friend Street: Contains a service station and two take-away premises, each on its own strata lot.
- 4 Friend Street: Contains several bulky goods showrooms, including Bunnings, Autobarn, Beacon Lighting, Supercheap Auto, Shiploads, BCF, and Anaconda, along with a take-away premises. The property is comprised of a single title.
- Stony Rise Village Precincts: A supermarket shopping centre was recently approved within Precinct A, which encompasses the land at 5 Friend Street. Precinct B comprises other currently vacant land at 88 and 90–102 Stony Rise Road, which is intended to accommodate similar uses to those provided for in the broader SAP, together with other complementary uses that support Precinct A's function as a neighbourhood centre.

The developments within 2–4 Friend Street occurred following approval of Stage 1 of the Homemaker Centre in 2009. Stage 2, located to the south, was enabled by a planning scheme amendment approved by the Tasmanian Planning Commission ("the Commission") in 2011³. This included the land now forming Stony Rise Village Precincts A and B, which were subsequently established under the *Land Use Planning and Approvals (Stony Rise Development Approval) Act 2024*, alongside the issuing of a planning permit for the supermarket shopping centre at 5 Friend Street.

2.2.3 Devonport Airport

The site, along with much of the Devonport settlement area, falls within an Airport Obstacle Limitation Area as shown on the overlay maps of the Devonport LPS. This overlay is associated with the operation of Devonport Airport, located approximately 6.5 km east of the site.

The overlay specifies a development height of 155.1 metres, relative to the Australian Height Datum (AHD), to ensure safe aircraft operations in accordance with the Obstacle Limitation Surfaces and the Procedures for Air Navigation Services – Aircraft Operations. Existing ground levels on the site range from approximately 57.5 metres AHD in the north-west corner to 65.5 metres AHD in the south-eastern corner. As these levels are well below the specified limit, the proposed development will not conflict with airport safety requirements.

2.3 Site Characteristics

2.3.1 Existing Land Use

The two recently subdivided lots that comprise the site are currently vacant.

2.3.2 Topography

While the site accommodates an 8-metre change in levels, this occurs across a relatively large area of just over 1 hectare. Accordingly, the slope gradient is generally gentle to moderate. The current topography is partly the result of earthworks undertaken following the 2011 approval of Stage 2 of the Homemaker Centre, which created an embankment extending along the northern and eastern boundaries of the site.

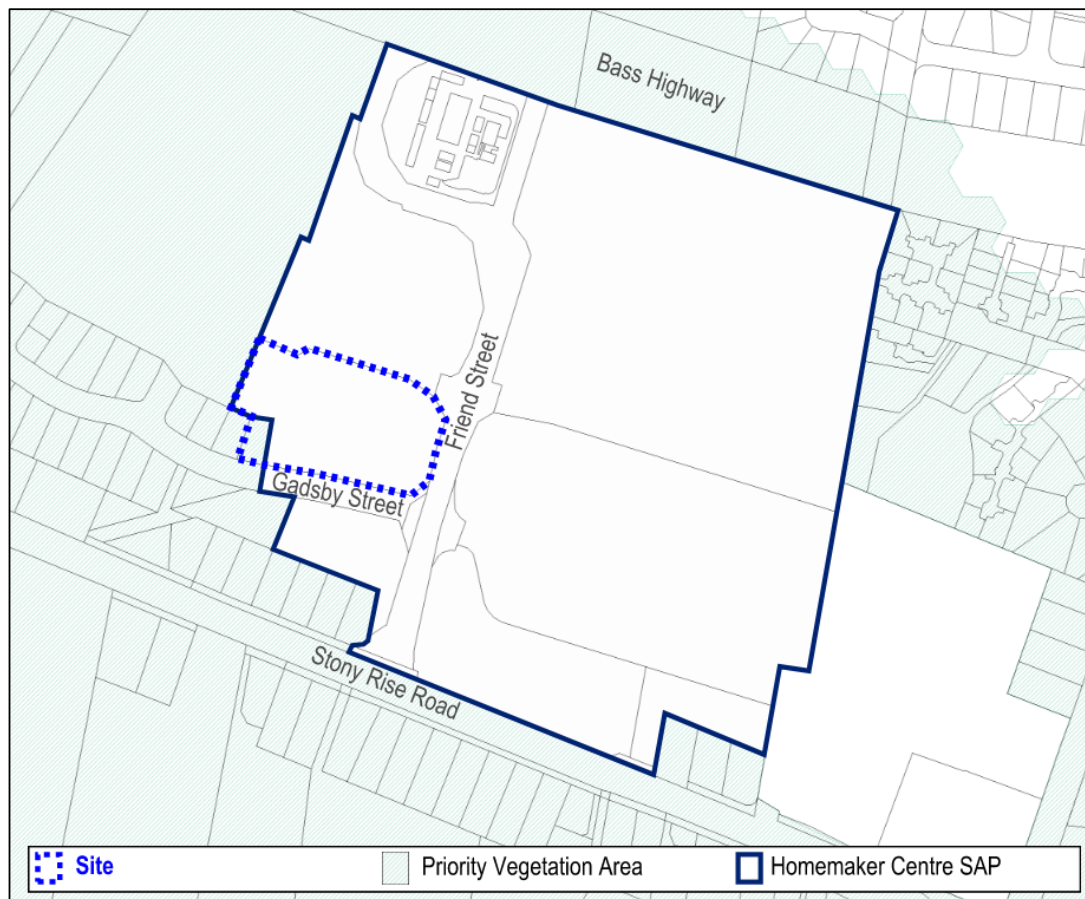
³ *Devonport & Environs Planning Scheme 1984* amendment AM 2011/03 [2011] TASPComm 52 (23 August 2011).

2.3.3 Natural Assets

The site has previously been cleared and is classified as modified land on *TASVEG 5.0* mapping⁴. The relevant vegetation community code associated with this mapping is FUR (Urban areas).

Notwithstanding, 12 Gadsby Street is identified within a Priority Vegetation Area on the Devonport LPS overlay maps. As indicated in Figure 3, this overlay also applies to the other General Residential-zoned land immediately to the west and south of the site.

Figure 3 – Priority Vegetation Area Overlay⁵



Otherwise, the site is not located near a watercourse and is outside the coastal zone. It is not subject to any other overlays relating to natural assets, including a Waterway and Coastal Protection Area or a Future Coastal Refugia Area.

2.3.4 Natural Hazards

The Devonport LPS overlay maps identify that the entirety of the site is within a bushfire-prone area overlay. They do not identify the site as being subject to any other overlays associated with natural hazards.

⁴ Department of Natural Resources and Environment Tasmania, *TASVEG 5.0*, Tasmanian Vegetation Monitoring and Mapping Program, Environment Business Unit, released November 2025.

⁵ Base data from LISTmap, TheLIST, © State of Tasmania.

2.3.5 Heritage

The site is not subject to the Local Historic Heritage Code in the *State Planning Provisions* (SPPs) of the Planning Scheme and is not entered on the Tasmanian Heritage Register.

An Aboriginal Heritage Property Search⁶ has not identified any registered Aboriginal relics or apparent risk of impacting registered Aboriginal relics.

2.3.6 Service Infrastructure

Road Access

The site is accessed via Gadsby Street, which extends from a four-leg roundabout at its intersection with Friend Street. 2 and 12 Gadsby Street are serviced by existing single- and double-width vehicle crossings respectively, which are located in the adjoining road reservation.

Friend Street is the main access road through the Devonport Regional Homemaker Centre, connecting with Stony Rise Road to the south and the westbound off-ramp from the Bass Highway to the north. The intersection with Stony Rise Road currently operates as a give-way controlled all-movements intersection and is planned to be signalised as part of the approved supermarket shopping centre within Stony Rise Village Precinct A.

Gadsby Street and Friend Street are local roads administered by Council and both feature public footpaths along either side. Stony Rise Road is an arterial road, while the Bass Highway is a Category 1 Trunk Road, as defined in the State Road Hierarchy. Both roads are administered by the Department of State Growth and are located within a Utilities Zone.

Hydraulic Services

The lots comprising the site can be serviced by a DN150 water reticulation main in Gadsby Street and a DN225 sewer reticulation main that extends along, and parallel to, the western side boundary of 12 Gadsby Street, continuing into the western part of 2 Gadsby Street. A DN300 stormwater main extends through 2 Gadsby Street, initially parallel to the eastern boundary of 12 Gadsby Street before shifting further west, parallel to the sewer main.

The water main in Gadsby Street extends from a DN375 reticulation main in Friend Street. A DN525 bulk transfer main is located to the east of the sewer main within 2 Gadsby Street. It conveys water in an easterly direction from Williams Reservoir in the south-western part of the Stony Rise locality and continues beneath a vehicular access way north of the site within 2 Friend Street.

The sewer main within the site forms part of a broader reticulation network and drains to a DN300 gravity trunk main located to the north of the Homemaker Centre. The public stormwater system includes other pipes within Gadsby Street, Friend Street, and private property that drain to a culvert north of the Homemaker Centre.

The western part of 12 Gadsby Street is subject to a 3-metre-wide pipeline and services easement associated with the sewer main extending through the site. The western part of 2 Gadsby Street is subject to a 4-metre-wide drainage easement associated with the initial section of the stormwater main, which continues into a 7-metre-wide drainage easement that also contains the continuation of the sewer main. The bulk transfer main is located within a 10-metre-wide pipeline and services easement, which partially overlaps with the 4-metre-wide drainage easement.

Other Services

The site is serviced by a low-voltage electrical cable located within Gadsby Street. An NBN cable is also situated in this location. A telecommunications tower is positioned in the north-west corner of 2 Gadsby Street.

⁶ Aboriginal Heritage Tasmania, *Aboriginal Heritage Property Search*, accessed 5 December 2025.

2.4 Description of the Surrounding Area

The proposal site is situated within a developing area to the south of Stage 1 of the Devonport Regional Homemaker Centre. The property containing the Harvey Norman showroom at 2 Friend Street adjoins the site's northern boundary. The approved supermarket shopping centre will be developed on adjacent land, opposite the site, at 5 Friend Street. The adjacent land at 1 Gadsby Street remains vacant.

The recently subdivided residential lots to the west of the site, along Gadsby Street, are mostly vacant at present. This includes 14 Gadsby Street, adjoining the western boundary of 12 Gadsby Street. Some dwellings have been constructed further west, including single dwellings on the two lots beyond 14 Gadsby Street. The western boundary of 2 Gadsby Street adjoins part of the subdivision balance (18A Gadsby Street), which also adjoins the western boundaries of 2–3 Friend Street within the Homemaker Centre.

As indicated in Figure 2, land adjoining the eastern boundary of 4 Friend Street is zoned General Residential, with most lots in this area developed with dwellings. The land to the east of 5 Friend Street is zoned Utilities and contains a TasNetworks substation and administrative centre.

The remaining surrounding properties, including those along Stony Rise Road and to the north of the Bass Highway, are otherwise predominantly residential in character.

3. Proposal

3.1 Proposed Use

The proposal is to establish three (3) bulky goods showrooms within the site, comprising:

- Tenancy 1: 800 m² (including back-of-house).
- Tenancy 2: 1,565 m² (including back-of-house).
- Tenancy 3: 1,095 m².

The combined floor area is 3,460 m². In addition, a separate 540 m² back-of-house area is proposed along the rear of Tenancies 2 and 3, although it will primarily service Tenancy 3. Each back-of-house area will accommodate goods receiving, hard-waste collection, staff amenities, and staff bicycle parking.

3.2 Proposed Development

The establishment of the proposed bulky goods showrooms will involve the construction of a building and associated works, as outlined below.

3.2.1 Large Format Retail Building

The proposed large format retail building will have a gross floor area of 4,000 m² over a single-level, incorporating Tenancies 1, 2 and 3, together with associated back-of-house areas.

The building will be located in the north-eastern part of the site, outside the easements affecting the western portion. It will be constructed partially along the northern boundary, primarily shared with 2 Friend Street, and will be setback a minimum of 5.5 metres from the eastern boundary adjoining Friend Street.

The finished floor level (FFL) will be 59.7 metres AHD, generally below existing ground level due to excavations into the slope. Each showroom will include a pedestrian entrance doorway for customers and shopfront glazing in the southern elevation, situated beneath an awning with an underside level of 63.3 metres AHD.

The roof will have a 3° pitch, lowering to 64.9 metres AHD along the northern side of the building. Parapet walls on the southern side, and partially on the eastern and western sides, will extend to 67.7 metres AHD. The top of the signage portal above Tenancy 2's entry awning will reach 69.9 metres AHD, while other signage portals along the southern and eastern sides of the building will reach 69.4 metres AHD.

Accordingly, the signage portals will extend 9.7–10.2 metres above FFL. However, under the relevant Planning Scheme definition, building height⁷ is measured from existing ground level rather than finished floor level. As existing ground levels will generally be lowered through excavation, the maximum building height of the signage portals will be approximately 9 metres above existing ground level.

While existing ground levels fall toward the northern boundary, the building's roofline will also slope downward in this direction, although some fill will be required above the embankment along the boundary. As a result, the maximum building height along the northern elevation will be approximately 8 metres above existing ground level.

The eastern parapet will extend along part of a truncated section of the northern, with its northernmost portion reaching a maximum building height of approximately 9.34 metres above existing ground level.

⁷ Table 3.1 of the SPPs defines the term building height as the vertical distance from existing ground level at any point to the uppermost part of a building directly above that point, excluding protrusions such as aerials, antennae, solar panels, chimneys and vents.

The building will be constructed using precast concrete panels, which will be painted on the southern and eastern elevations, as well as the southern portion of the western elevation. The paint colours are indicated on the accompanying proposal plans, noting that these are subject to confirmation. Portions of the southern and eastern elevations will also incorporate rib-profiled panels, finished in a charcoal colour. These panels will extend approximately 850 mm above the level of the parapet walls.

The signage portals on these elevations will be finished with fibre-cement (FC) cladding, as will the elements immediately below in the southern elevation that frame the customer entrance doorways and associated shopfront glazing. The roof will be metal-clad and will accommodate mechanical plant, which will be positioned below the level of the signage portals. An access stair adjacent to the loading area will provide access to the mechanical units at roof level.

3.2.2 Road Access

A new double-width vehicle crossing is proposed in Gadsby Street, located west of the site's existing vehicle crossings. It will accommodate both entry and exit movements associated with the proposed use and development. Pedestrian access will also be provided from the existing public footpath in Gadsby Street.

A vehicular access way will extend from the new crossing, initially through 12 Gadsby Street, and will accommodate movements by customer and staff vehicles accessing the parking area and commercial vehicles servicing the loading area. The existing single-width vehicle crossing associated with the property will be retained to provide occasional servicing access to the proposed substation.

A pedestrian footpath connecting to the public footpath in Gadsby Street is proposed and will extend through the parking area, with dedicated crossing points provided where it intersects internal driveway aisles. This will connect to a footpath running along the southern side and part of the western side of the building, providing direct access to the customer entries. Given the excavation involved in the development, the initial section of the footpath, running parallel to the frontage, will be constructed as a ramp with a 1:14 gradient.

3.2.3 Vehicle Parking

The proposed parking area, including associated circulation and manoeuvring aisles, will accommodate a total of 87 car parking spaces, including two (2) accessible spaces for persons with a disability. The accessible spaces will be located centrally along the northern edge of the parking area, adjacent to the footpath connecting to the customer entries.

72 car parking spaces will be located between the building and the Gadsby Street frontage, with an additional 15 spaces, including seven (7) dedicated staff spaces, located to the west of the building. The parking area will be excavated into the slope and appropriately graded, with retaining walls extending along parts of the southern and eastern boundaries adjoining Gadsby Street and Friend Street.

The development will also provide 20 bicycle parking spaces. This includes four (4) hoops located north-east of the parking area, accommodating eight bicycles, and two (2) hoops within each back-of-house area, providing a further 12 staff bicycle spaces in total.

The loading area will be positioned to the north-west of the building. Each back-of-house area will be serviced by a roller door opening directly onto the loading area. A section of the access way between the car parking area and loading area will incorporate a turning circle designed to facilitate commercial vehicle manoeuvring.

External lighting will be installed within the parking area to provide illumination for the vehicle parking and pedestrian pathways.

3.2.4 Landscaping

Landscaping zones are proposed around the perimeter of the development, including within the building's setback from the Friend Street frontage, between the parking area and both street frontages, along both sides of the access way extending through 12 Gadsby Street, and to the west of the parking area and access way leading to the loading area further north. In addition, the central row of car parking spaces within the parking area will incorporate sections of landscaping.

3.2.5 Service Infrastructure

A new 150 mm fire and 40 mm domestic water connection is proposed, along with associated on-site infrastructure, including internal pipework, a fire pump set, fire water storage tanks, and hydrants. Part of the internal pipework, associated with the fire water supply, will extend into 12 Gadsby Street.

The building will be connected to the DN225 sewer reticulation main that traverses the site, with the connection occurring at an existing manhole located in the north-west corner of 2 Gadsby Street.

Surface water from the roof, access way, parking, and loading areas will be collected via gutters, internal pipework, and associated pits. On-site detention and treatment systems will manage stormwater before it is discharged into the DN300 stormwater main traversing the site. A portion of the internal stormwater pipework will also extend into 12 Gadsby Street.

An electrical substation will be installed on-site to meet the development's electricity requirements. This will be subject to a separate design and approval process with TasNetworks and will be located within 12 Gadsby Street, east of the new access way.

3.2.6 Signage

The proposed development includes pylon and wall signage, as summarised in Table 4, which will help to advertise the bulky goods showrooms.

Table 4 – Proposed Signs

Reference	Position	Description	Illumination
Pole / Pylon Signs			
-	South-west and south-east corners of 2 Gadsby Street	Two double-sided pylon signs, each with a maximum height of 10 m. Each sign will contain four signage panels (mirrored on both sides): - One panel 3.2 m wide × 1.155 m high (3.7 m²). - Three panels 3.2 m wide × 1.2 m high (3.84 m²). Minimum clearance: 3.975 m above finished ground level.	Illuminated
Wall Signs			
A1	Southern elevation	7.6 m wide × 3.5 m high (26.6 m ²).	Illuminated
A2	Southern elevation	13 m wide × 5 m high (65 m ²).	Illuminated
A3	Eastern elevation	4.45 m wide × 5 m high (22.25 m ²).	Illuminated
A4	Southern elevation	7.6 m wide × 3.5 m high (26.6 m ²).	Illuminated
A5	Southern elevation	7.6 m wide × 3.5 m high (26.6 m ²).	Illuminated
A6	Northern / eastern elevation	Three (3) of 7 m wide × 2 m high (14 m ²).	Non-illuminated
A7	Eastern elevation	7.6 m wide × 3.5 m high (26.6 m ²).	Illuminated
A8	Eastern elevation	7.6 m wide × 3.5 m high (26.6 m ²).	Illuminated

The south-western pylon sign will be positioned near the pedestrian and vehicular entries from Gadsby Street. The south-eastern pylon sign will be located adjacent to the Friend Street frontage.

Signs A1, A4, A5 (southern elevation) and A7, A8 (eastern elevation) will be integrated within signage portals measuring 9.6 m wide × 5.5 m high, clad in fibre-cement and forming part of the building wall. The portals containing A1 and A5 will sit above the entry awnings for Tenancies 1 and 3. The portal containing A4 will sit above the shopfront windows east of Tenancy 2's customer entry. Fibre-cement cladding will continue below each portal, framing the customer entrance doorways and associated shopfront glazing.

The central signage portal above Tenancy 2's customer entrance doorway will accommodate Sign A2 (south-facing) and Sign A3 (east-facing).

The three A6 signs will be mounted on the northernmost section of the eastern parapet, extending along part of a truncated section of the northern boundary.

4. Planning Controls

4.1 Categorisation of Use

Clause 6.2.1 in the *State Planning Provisions* of the Planning Scheme requires that each use or development be categorised into one of the use classes described in Table 6.2.

The applicable use class for the proposed use and development is Bulky Goods Sales, defined as:

Bulky Goods Sales

use of land for the sale of heavy or bulky goods which require a large area for handling, storage and display. Examples include garden and landscaping materials suppliers, rural suppliers, timber yards, trade suppliers, showrooms for furniture, electrical goods and floor coverings, and motor vehicle, boat or caravan sales.

The proposal features three showrooms within a single large format retail building for the sale of heavy or bulky goods, including, but not limited to, furniture, electrical goods, and floor coverings.

4.2 Devonport Regional Homemaker Centre and Stony Rise Village Specific Area Plan

The showrooms within the proposed building, along with most of the associated works, will primarily be established on the land at 2 Gadsby Street. While this land is zoned Commercial, it is also subject to the Homemaker Centre SAP. The SAP's provisions under Clause DEV-S1.0 of the *Devonport Local Provisions Schedule* operate in substitution for, or in addition to, provisions of the zone, Signs Code, and Parking and Sustainable Transport Code, as specified in the relevant clauses. This has been taken into account in the assessment that follows.

4.2.1 Use Table

Clause DEV-S1.5 specifies that it operates in substitution for the Clause 17.2 (Use Table) under the Commercial Zone provisions. It provides the use table for the SAP, which identifies the Bulky Goods Sales use class as **Permitted**, subject to meeting the following applicable qualification:

If not within Stony Rise Village Precinct A or B and for the retail sale of:

- (a) furniture and floor coverings;*
- (b) electrical appliances, including white goods and computer equipment;*
- (c) home entertainment equipment;*
- (d) manchester, curtains and blinds;*
- (e) camping and outdoor recreation equipment;*
- (f) office supplies;*
- (g) building, construction and hardware goods;*
- (h) garden and landscape material;*
- (i) auto accessories;*
- (j) pet supplies and ancillary services; or*
- (k) any combination of the goods in (a) to (j), provided that the sale or hire of clothing or footwear is not a predominant activity.*

The land is located outside the Stony Rise Village Precincts. Each proposed showroom is suitable for the retail sale of the goods specified in Items (a)–(j). With respect to Item (k), the application does not seek approval for the sale or hire of clothing or footwear to be a predominant activity in any showroom.

While the proposed use is listed as Permitted, the assessment below identifies that the proposal relies on performance criteria to demonstrate compliance with applicable standards in the SAP, zone, and code provisions. In addition, the provision of vehicular access and infrastructure, associated with the proposal, across land within the General Residential-zoned 12 Gadsby Street relies on a General Provision under Clause 7.6 of the SPPs.

Accordingly, the application seeks a **Discretionary** permit in accordance with Clause 6.8.1 of the SPPs and Sections 51 and 57 of the *Land Use Planning and Approvals Act 1993*.

4.2.2 Use Standards

Clause DEV-S1.6.1 specifies that it operates in substitution for Clause 17.3.3 (Retail Impact) under the Commercial Zone provisions.

Standard		Assessment	Compliance
Clause DEV-S1.6.1 Floor Areas			
A1	<i>The gross floor area of a tenancy within a building must not be less than 500m² with the exception of:</i> (a) <i>Food Services;</i> (b) <i>a use that relies on more than 50% of the site area for outdoor display of goods for sale; or</i> (c) <i>a use within Stony Rise Village Precinct A.</i>	The three proposed showrooms will have the following floor areas: - Tenancy 1: 800 m². - Tenancy 2: 1,565 m². - Tenancy 3: 1,095 m². Each showroom exceeds the minimum floor area of 500 m ² specified. The proposal does not involve a Food Services use or the outdoor display of goods for sale, and the land is located outside the Stony Rise Village Precincts.	Complies with Acceptable Solution

4.2.3 Development Standards for Buildings and Works

Provisions under DEV-S1.7 operate in substitution for, or in addition to, zone and code provisions. as follows:

- Clause DEV-S1.7.1 (Setbacks) operates in substitution for Clause 17.4.2 (Setbacks) under in the Commercial Zone;
- Clause DEV-S1.7.2 (Signs) operates in addition to Clause C1.6.1 (Design and Siting of Signs) in the Signs Code; and
- Clause DEV-S1.7.3 (Access) operates in substitution for Clause C2.6.3 (Number of Accesses for Vehicles) in the Parking and Sustainable Transport Code; and

Standard		Assessment	Compliance
Clause DEV-S1.7.1 Setbacks			
A1	<i>Buildings and parking areas must:</i> (a) <i>have a setback, or be separated a distance, of not less than 20m from the Bass Highway frontage;</i>	The land does not have frontage to the Bass Highway.	Not Applicable

Standard		Assessment	Compliance
Clause DEV-S1.7.1 Setbacks			
	(b) <i>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</i> (c) <i>not less than 5.5m from any other road frontage.</i>	The land does not have frontage to, and will not overshadow, Stony Rise Road. The proposed building will be setback a minimum of approximately 29 metres from the southern boundary, which abuts Gadsby Street, and a minimum of 5.5 metres from the eastern boundary abutting Friend Street. However, the eastern parapet will extend partially along a truncated section of the northern boundary, which forms part of the Friend Street road frontage. The proposed parking area will encroach into the Gadsby Street frontage setback, reaching a minimum distance of approximately 1 metre at one point. However, the minimum setback from the Friend Street frontage will be approximately 6.2 metres. Accordingly, where the eastern parapet and portions of the parking area do not achieve the minimum 5.5-metre setback specified, the proposal relies on the associated Performance Criterion.	Not Applicable Relies on Performance Criteria
Clause DEV-S1.7.2 Signs			
A1	<i>There must be not more than 3 signs located within the setback area from the Bass Highway frontage.</i>	The proposal does not include any signs within the Bass Highway frontage setback area specified in Clause DEV-S1.7.1 A1(a).	Not Applicable
A2	<i>The height of a sign must be not more than 10m.</i>	As outlined in Table 4, the height of the proposed signs will 10 metres or lower.	Complies with Acceptable Solution
A3	<i>There must be not more than 2 signs located within the setback area from the Stony Rise Road frontage.</i>	The proposal does not include any signs within the Stony Rise Road frontage setback area specified in Clause DEV-S1.7.1 A1(b).	Not Applicable

Standard		Assessment	Compliance
Clause DEV-S1.7.3 Access			
A1	<i>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.</i>	The site does not have frontage to, and the proposal does not gain direct access from, the Bass Highway.	Not Applicable
A2	<i>All vehicular access is to be via an existing vehicle crossing.</i>	Vehicular access for the proposed use and development will extend from a new double-width vehicle crossing in Gadsby Street.	Relies on Performance Criteria

4.3 Commercial Zone

An assessment of the standards of the Commercial Zone is provided below, excluding those that are substituted by provisions in the Homemaker Centre SAP.

4.3.1 Use Standards

Standard		Assessment	Compliance
17.3.1 All Uses			
A1	<i>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:</i> (a) 7.00am to 9.00pm Monday to Saturday; and (b) 8.00am to 9.00pm Sunday and public holidays.	The land is within 50 metres of adjoining or adjacent properties in a General Residential Zone, including 12 Gadsby Street, which forms part of the site. The application does not seek approval for operating hours beyond those specified in the Acceptable Solution.	Complies with Acceptable Solution
A2	<i>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:</i> (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.	The application does not seek approval for external lighting, other than security lighting, to operate beyond the hours specified in the Acceptable Solution. Security lighting will be designed to avoid light spill onto the adjacent residential-zoned properties.	Complies with Acceptable Solution

Standard		Assessment	Compliance
17.3.1 All Uses			
A3	<i>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:</i> (a) 7.00am to 9.00pm Monday to Saturday; and (b) 8.00am to 9.00pm Sunday and public holidays.	The application does not seek approval for commercial vehicles associated with the proposed use to operate beyond the hours specified in the Acceptable Solution.	Complies with Acceptable Solution
17.3.2 Discretionary Use			
A1	<i>No Acceptable Solution.</i>	The proposed use is listed as Permitted.	Not Applicable

4.3.2 Development Standards for Buildings and Works

Standard		Assessment	Compliance
17.4.1 Building Height			
A1	<i>Building height must be not more than 12m.</i>	As outlined in Section 3.2.1 of this report, the proposed building will have a maximum building height of 9.34 metres.	Complies with Acceptable Solution
A2	<i>Building height:</i> (a) <i>within 10m of a General Residential Zone, Low Density Residential Zone or Rural Living Zone must be not more than 8.5m; or</i> (b) <i>within 10m of an Inner Residential Zone must be not more than 9.5m.</i>	The proposed building will be located outside the 10-metre-wide pipeline and services easement adjoining the eastern boundary of 12 Gadsby Street. Accordingly, it will be set back more than 10 metres from the shared boundary with this property, which forms the boundary with the General Residential Zone. The building will have a minimum setback of 11.5 metres from this boundary. Therefore, the building height standard does not apply It is noted that the corner of the building closest to the shared boundary will have a height of approximately 7.42 metres, taking into account the excavations in this part of the building footprint.	Not Applicable

Standard	Assessment	Compliance
17.4.3 Design		
A1	<i>Buildings must be designed to satisfy all the following:</i> (a) <i>provide a pedestrian entrance to the building that is visible from the road or publicly accessible areas of the site;</i> (b) <i>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;</i> (c) <i>roof-top mechanical plant and service infrastructure, excluding lift structures, must be contained within the roof or screened from public spaces and adjoining properties;</i> (d) <i>not include security shutters or grilles over windows or doors on a façade facing the frontage or other public places;</i>	The pedestrian entrances to the showrooms in the building's southern elevation will be visible from both Gadsby Street and the parking area within the frontage setback. Mechanical plant and service infrastructure, excluding roof-mounted units (addressed below), will be located internally or in concealed positions, ensuring they are screened from the public realm, including adjacent roads. As shown on the accompanying proposal plans and building elevations, mechanical units at roof level will be positioned behind, and lower than, the signage portals in the southern elevation. They will also be positioned behind the eastern parapet. Although extending slightly above the parapet level, their setback ensures they are screened from Friend Street due to the viewing angle. The mechanical units will not be positioned behind a parapet or signage portal in the western elevation. They are set back from the western wall and screened by the roof edge when viewed from the western boundary of the land. However, they may become visible from the adjoining subdivision balance to the west (18A Gadsby Street) as the viewing angle decreases. Accordingly, the proposal relies on the associated Performance Criterion with respect to this view. No security shutters or grilles are proposed over the entrance doors or shopfront glazing facing Gadsby Street. Complies with Acceptable Solution Complies with Acceptable Solution Relies on Performance Criteria Complies with Acceptable Solution

Standard		Assessment	Compliance
17.4.3 Design			
	(e) <i>provide awnings over a public footpath if existing on the site or on adjoining properties; and</i> (f) <i>provide external lighting to illuminate external vehicle parking areas and pathways.</i>	Adjoining properties do not provide awnings over public footpaths, and the proposal does not include awnings in these locations. The adjoining building to the north at 2 Friend Street includes an awning parallel to Friend Street; however, this awning is located over an internal footpath within that property. The showroom to the north-east at 4 Friend Street is constructed to the frontage and includes an awning over the public footpath; however, this property does not adjoin the site. It is noted that the proposed building includes awnings over the internal (private) footpath along the southern side of the building at the locations of the showroom entrances. External lighting will be installed within the parking area to provide illumination for the vehicle parking and pedestrian pathways.	Not Applicable
17.4.4 Fencing			
A1	<i>No Acceptable Solution⁸.</i>	The standard applies to fences located within 4.5 metres of a frontage that are not exempt under Clause 4.6.3(a), which allows for: • Solid fencing up to 1.2 metres in height; or • Fencing up to 1.8 metres in height that includes openings above 1.2 metres, providing a minimum uniform transparency of 30%. Fencing is proposed atop retaining walls along parts of the Gadsby Street and Friend Street frontages. This fencing is expected to comply with the exemption requirements.	Not Applicable

⁸ In accordance with Clause 4.6.3(a), frontage fences in the Commercial Zone are exempt from approval, subject to compliance with requirements specified under the clause.

Standard		Assessment	Compliance
17.4.4 Fencing			
A2	<i>Common boundary fences with a property in a General Residential Zone, Inner Residential Zone or Low Density Zone, if not within 4.5m of a frontage, must:</i> (a) <i>have a height above existing ground level of not more than 2.1m; and</i> (b) <i>not contain barbed wire⁹.</i>	This standard applies to common boundary fencing with residential-zoned land where the fencing is not exempt under Clause 4.6.4(a), which allows for fences (not containing barbed wire) up to: 1.8 metres in height where adjoining public land; or 2.1 metres in height where adjoining private land. The application does not seek approval for fencing along the shared boundaries with adjoining General Residential-zoned properties. Any future fencing in these locations would be expected to comply with the relevant exemption requirements.	Not Applicable
17.4.5 Outdoor Storage Areas			
A1	<i>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.</i>	The proposal does not include any outdoor storage areas.	Not Applicable
17.4.6 Landscaping			
A1	<i>If a building is set back from a road, landscaping treatment must be provided along the frontage of the site:</i> (a) <i>to a depth of not less than 5.5m; and</i> (b) <i>not less than the frontage of an existing building if it is a lesser distance.</i>	As there is no existing building on the land, the relevant requirement is A1(a). Landscaping is proposed within the Friend Street frontage setback to a minimum depth of 5.5 metres, with the exception of the northernmost section where the eastern parapet extends along part of the frontage. Along Gadsby Street, landscaping is proposed between the parking area and the frontage; however, a minimum depth of 5.5 metres is achieved only in parts of this area. Accordingly, where the minimum landscaping depth is not achieved along the full extent of the frontages, the proposal relies on the associated Performance Criterion.	Relies on Performance Criteria

⁹ In accordance with Clause 4.6.4(a), fences located more than 4.5 metres from a frontage in the Commercial Zone are exempt from approval, subject to compliance with requirements specified under the clause.

4.3.3 Development Standards for Subdivision

The standards do not apply because the proposal does not include a subdivision.

4.4 General Residential Zone

Works associated with the proposed use and development that will extend into the General Residential-zoned portion of the site (12 Gadsby Street) include sections of a vehicular access way, internal water and stormwater infrastructure, and an electrical substation.

The Bulky Goods Sales use class is not specifically listed in the Clause 8.2 (Use Table) under the zone provisions. Accordingly, it is taken to be listed as Prohibited.

Notwithstanding, a General Provision under Clause 7.0 of the SPPs provides a Discretionary approval pathway for the provision of access and infrastructure across land that is in a different zone to that in which the main part of the use or development is located. This is considered further below.

4.4.1 General Provision: Access and Provision of Infrastructure Across Land in Another Zone

The relevant General Provision is contained in Clause 7.6 and is assessed below.

General Provision	Assessment
<i>7.6.1 If an application for use or development includes access or provision of infrastructure across land that is in a different zone to that in which the main part of the use or development is located, and the access or infrastructure is prohibited by the provisions of the different zone, the planning authority may at its discretion approve an application for access or provision of infrastructure over the land in the other zone, having regard to:</i> <i>(a) whether there is no practical and reasonable alternative for providing the access or infrastructure to the site;</i>	The General Provision provides Council's Planning Authority with a discretion to approve the proposed provision of vehicular access and infrastructure across the land within 12 Gadsby Street, in consideration of matters (a) to (c) below. The provision of vehicular access across the General Residential-zoned land is dictated by the physical characteristics and constraints of the site and represents the only practical and reasonable means of servicing the proposed use and development. The orientation of the land at 2 Gadsby Street, together with easements associated with major water supply, sewerage and stormwater infrastructure, the need to provide bulky goods showrooms and large format retail with adequate parking, and to maintain appropriate separation from the adjoining residential-zoned land, restrict building development to the north-eastern part of the site. These factors, combined with the site's relatively narrow frontage to Friend Street near the four-leg roundabout at the Gadsby Street intersection, and the presence of an embankment along this frontage, significantly constrain the ability to provide access from Friend Street. As a result, access is necessarily provided from Gadsby Street.

General Provision	Assessment
(b) <i>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</i>	The new double-width vehicle crossing proposed in Gadsby Street achieves Austroads-compliant sight distances, particularly from the direction of the roundabout, as confirmed by the accompanying Transport Impact Assessment. Its location represents an improved access arrangement compared to the site's existing vehicle crossings, providing a safer and more efficient road access point for the proposed development and enabling an internal vehicular layout that optimises car parking provision in accordance with the Parking and Sustainable Transport Code. It also facilitates appropriate access for service and delivery vehicles to the loading area. The extension of internal water, stormwater and electrical infrastructure across 12 Gadsby Street is similarly dictated by site characteristics and servicing requirements. The alignment of the fire water supply pipework reflects the location of the new water connection to the east relative to the fire pump set and water storage tanks located in the western portion of 2 Gadsby Street, clear of the access way and parking areas. Stormwater infrastructure is required to provide drainage for the access way in this location. The location of the electrical substation corresponds with the availability of TasNetworks underground infrastructure along the northern side of Gadsby Street. Accordingly, the provision of vehicular access and service infrastructure across the land at 12 Gadsby Street represents the only practical and reasonable means of servicing the proposed use and development. The purpose and relevant provisions of the General Residential Zone are addressed in Sections 4.4.2, 4.4.3, and 4.4.4 below. While Clause 7.6.1 empowers the Planning Authority to have regard to these matters, it does not require full compliance with the zone standards where access or infrastructure is proposed across that land. In any case, the assessment demonstrates that the proposed access and infrastructure are compatible with the purpose of the General Residential Zone and consistent with the relevant standards. The code provisions of the SPPs are assessed in Sections 4.5–4.8. These provisions apply to the proposed use and development as a whole, irrespective of the operation of Clause 7.6.1 in relation to access and infrastructure across the General Residential-zoned land.

General Provision	Assessment
(c) <i>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.</i>	The assessment in Section 4.3 demonstrates that the proposal satisfies the Commercial Zone standards that apply where land within a General Residential Zone is adjacent or located within 50 metres. The proposed access and infrastructure across 12 Gadsby Street will be developed and operated in accordance with these standards, minimising the potential for land use conflict with the adjoining property further to the west along Gadsby Street. As noted in Sections 4.4.3 and 4.4.4, this approach ensures consistency with the relevant General Residential Zone standards. Given that the proposed access and infrastructure will occupy almost the entirety of 12 Gadsby Street and function as an integrated component of the overall use and development, it is unlikely that this land could be developed for a separate, potentially conflicting land use.

4.4.2 General Residential Zone Purpose

An assessment of the Zone Purpose in Clause 8.1 of the SPPs is provided below.

Purpose Statements	Assessment
8.1.1 <i>To provide for residential use or development that accommodates a range of dwelling types where full infrastructure services are available or can be provided.</i>	While the proposed access and infrastructure is not associated with a residential use or development, the zone does provide for other uses, as identified in Clause 8.1.3.
8.1.2 <i>To provide for the efficient utilisation of available social, transport and other service infrastructure.</i>	The proposed vehicular access and on-site service infrastructure, associated with a large format retail development at 2 Gadsby Street, broadly supports the efficient utilisation of utility infrastructure and will not materially impact the utilisation of social infrastructure.
8.1.3 <i>To provide for non-residential use that:</i> (a) <i>primarily serves the local community; and</i> (b) <i>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.</i>	While the use and development will not be limited to serving the local community, the land is located at the interface of the General Residential Zone with the Commercial Zone and Homemaker Centre SAP at Stony Rise, which provides for regional-level activity. There is no practical and reasonable alternative for providing the access or infrastructure to the proposed large format retail development other than via 12 Gadsby Street. The proposal is consistent with the relevant General Residential Zone standards, ensuring there will be no unreasonable loss of amenity.
8.1.4 <i>To provide for Visitor Accommodation that is compatible with residential character.</i>	The proposed use and development does not involve Visitor Accommodation; therefore, this purpose statement is not directly relevant.

When considered as a whole, the proposed access and infrastructure is compatible with the Zone Purpose.

4.4.3 Use Standards

8.3.1 Discretionary Uses	
Objective: <i>That Discretionary uses do not cause an unreasonable loss of amenity to adjacent sensitive uses.</i>	
Acceptable Solution	Performance Criterion
A1 <i>Hours of operation of a use listed as Discretionary, excluding Emergency Services, must be within the hours of 8.00am to 6.00pm.</i>	P1 <i>Hours of operation of a use listed as Discretionary, excluding Emergency Services, must not cause an unreasonable loss of amenity to adjacent sensitive uses, having regard to:</i> <i>(a) the timing, duration or extent of vehicle movements; and</i> <i>(b) noise, lighting or other emissions.</i>
Assessment	
Hours of operation for the proposed use, including associated vehicle movements through 12 Gadsby Street, will be in accordance with those permitted under the Commercial Zone provisions. Although broader than the period specified in Acceptable Solution A1, the permitted hours apply where land within a General Residential Zone is adjoining or within 50 metres. Accordingly, the proposal is not expected to cause an unreasonable loss of amenity to adjacent residential properties and is consistent with Performance Criterion P1.	
Acceptable Solution	Performance Criterion
A2 <i>External lighting for a use listed as Discretionary:</i> <i>(a) must not operate within the hours of 7.00pm to 7.00am, excluding any security lighting; and</i> <i>(b) security lighting must be baffled to ensure direct light does not extend into the adjoining property.</i>	P2 <i>External lighting for a use listed as Discretionary, must not cause an unreasonable loss of amenity to adjacent sensitive uses, having regard to:</i> <i>(a) the number of proposed light sources and their intensity;</i> <i>(b) the location of the proposed light sources;</i> <i>(c) the topography of the site; and</i> <i>(d) any existing light sources.</i>
Assessment	
External lighting will operate in accordance with the relevant acceptable solution under the Commercial Zone provisions. Although the hours specified are broader than those in Acceptable Solution A2, they apply where land within a General Residential Zone is adjoining or within 50 metres. Accordingly, the proposal is not expected to cause an unreasonable loss of amenity to adjacent residential properties and is consistent with Performance Criterion P2.	
Acceptable Solution	Performance Criterion
A3 <i>Commercial vehicle movements and the unloading and loading of commercial vehicles for a use listed as Discretionary, excluding Emergency Services, must be within the hours of:</i>	P3 <i>Commercial vehicle movements and the unloading and loading of commercial vehicles for a use listed as Discretionary, excluding Emergency Services, must not cause an unreasonable loss of amenity to adjacent sensitive uses, having regard to:</i>

8.3.1 Discretionary Uses	
Acceptable Solution	Performance Criterion
(a) 7.00am to 7.00pm Monday to Friday; (b) 9.00am to 12 noon Saturday; and (c) nil on Sunday and public holidays.	(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 existing or proposed noise mitigation measures between the vehicle movement areas and sensitive use; (f) potential conflicts with other traffic; and (g) existing levels of amenity.
Assessment	
Commercial vehicles will operate in accordance with the relevant acceptable solution under the Commercial Zone provisions. Although the hours specified are broader than those in Acceptable Solution A3, they apply where land within a General Residential Zone is adjoining or within 50 metres. Accordingly, the proposal is not expected to cause an unreasonable loss of amenity to adjacent residential properties and is consistent with Performance Criterion P3.	
Acceptable Solution	Performance Criterion
A4 No Acceptable Solution.	P4 A use listed as Discretionary must not cause an unreasonable loss of amenity to adjacent sensitive uses, having regard to: (a) the intensity and scale of the use; (b) the emissions generated by the use; (c) the type and intensity of traffic generated by the use; (d) the impact on the character of the area; and (e) the need for the use in that location.
Assessment	
The works within the General Residential Zone are limited to vehicular access and on-site service infrastructure associated with a large format retail development proposed within 2 Gadsby Street. As such, the intensity and scale of non-residential activity on the land at 12 Gadsby Street will be limited and ancillary to the main use and development. The access and infrastructure will be developed and operated in accordance with the relevant Commercial Zone standards that apply where land within a General Residential Zone is adjacent. These standards regulate hours of operation, vehicle movements (including service and delivery vehicles), and associated noise, lighting and other emissions, thereby managing potential impacts on residential amenity.	

8.3.1 Discretionary Uses
Assessment
The proposed works will not establish an independent non-residential use, will not materially alter the character of the area, and are necessary to service the overall use and development, for which there is no practical and reasonable alternative means of access or servicing. Accordingly, having regard to the intensity and scale of the use, emissions, traffic generation, impacts on character, and the need for the use in this location, the proposal is not expected to cause an unreasonable loss of amenity to adjacent residential properties and is consistent with Performance Criterion P4.

4.4.4 Development Standards for Non-Dwellings

8.5.1 Non-Dwelling Development	
Objective: That all non-dwelling development: (a) is compatible with the character, siting, apparent scale, bulk, massing and proportion of residential development; and (b) does not cause an unreasonable loss of amenity on adjoining residential properties.	
Acceptable Solution	Performance Criterion
A1 A building that is not a dwelling, excluding for Food Services, local shop, garage or carport, and protrusions that extend not more than 0.9m into the frontage setback, must have a setback from a frontage that is: (a) if the frontage is a primary frontage, not less than 4.5m, or if the setback from the primary frontage is less than 4.5m, not less than the setback, from the primary frontage, of any existing dwelling on the site; (b) if the frontage is not a primary frontage, not less than 3.0m, or if the setback from the primary frontage is less than 3.0m, not less than the setback, from the primary frontage, of any existing dwelling on the site; or (c) if for a vacant site and there are existing dwellings on adjoining properties on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining properties on the same street.	P1 A building that is not a dwelling, excluding for Food Services and local shop, must have a setback from a frontage that is compatible with the streetscape, having regard to any topographical constraints.
Assessment	
The proposal does not include any building development within 12 Gadsby Street, with works limited to vehicular access and on-site service infrastructure. Accordingly, the standard is not relevant.	

8.5.1 Non-Dwelling Development	
Acceptable Solution	Performance Criterion
A2 <i>A building that is not 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:</i> (a) <i>be contained within a building envelope (refer to Figures 8.1, 8.2 and 8.3) determined by:</i> (i) <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</i> (ii) <i>projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above existing ground level at the side or rear boundaries to a building height of not more than 8.5m above existing ground level; and</i> (b) <i>only have a setback less than 1.5m from a side or rear boundary if the building:</i> (i) <i>does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining property; or</i> (ii) <i>does not exceed a total length of 9m or one-third of the length of the side or rear boundary (whichever is lesser).</i>	P2 <i>The siting and scale of a building that is not a dwelling must:</i> (a) <i>not cause an unreasonable loss of amenity, having regard to:</i> (i) <i>reduction in sunlight to a habitable room, excluding a bedroom, of a dwelling on an adjoining property;</i> (ii) <i>overshadowing the private open space of a dwelling on an adjoining property;</i> (iii) <i>overshadowing of an adjoining vacant property; and</i> (iv) <i>visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from an adjoining property; and</i> (b) <i>provide separation between buildings on adjoining properties that is consistent with that existing on established properties in the area.</i>
Assessment The proposal does not include any building development within 12 Gadsby Street, with works limited to vehicular access and on-site service infrastructure. Accordingly, the standard is not relevant.	
Acceptable Solution	Performance Criterion
A3 <i>A building that is not a dwelling, must have:</i> (a) <i>a site coverage of not more than 50% (excluding eaves up to 0.6m); and</i> (b) <i>a site area of which not less than 35% is free from impervious surfaces.</i>	P3 <i>A building that is not a dwelling, must have:</i> (a) <i>site coverage consistent with that existing on established properties in the area; and</i> (b) <i>reasonable space for the planting of gardens and landscaping.</i>
Assessment The proposal does not include any building development within 12 Gadsby Street, with works limited to vehicular access and on-site service infrastructure. Accordingly, the standard is not relevant.	

8.5.1 Non-Dwelling Development	
Acceptable Solution	Performance Criterion
A4 <i>No Acceptable Solution.</i>	P4 <i>A fence (including a free-standing wall) for a building that is not a dwelling within 4.5m of a frontage must:</i> <i>(a) provide for security and privacy while allowing for passive surveillance of the road; and</i> <i>(b) be compatible with the height and transparency of fences in the street, having regard to:</i> <i>(i) the topography of the site; and</i> <i>(ii) traffic volumes on the adjoining road.</i>
Assessment	
The standard applies to fencing within 4.5 metres of a frontage for a building that is not a dwelling, where such fencing is not exempt under Clause 4.6.3(a). The proposal does not include any building development within 12 Gadsby Street, nor does it include any fencing along the frontage of this land. Accordingly, the standard is not relevant.	
Acceptable Solution	Performance Criterion
A5 <i>Outdoor storage areas, for a building that is not a dwelling, including waste storage, must not:</i> <i>(a) be visible from any road or public open space adjoining the site; and</i> <i>(b) encroach upon parking areas, driveways or landscaped areas.</i>	P5 <i>Outdoor storage areas, for a building that is not a dwelling, must be located or screened to minimise their impact on views into the site from any roads or public open space adjoining the site, having regard to:</i> <i>(a) the nature of the use;</i> <i>(b) the type of goods, materials or waste to be stored;</i> <i>(c) the topography of the site; and</i> <i>(d) any screening proposed.</i>
Assessment	
The proposal does not include any outdoor storage areas. Accordingly, the standard is not relevant.	
Acceptable Solution	Performance Criterion
A6 <i>Air extraction, pumping, refrigeration systems or compressors, for a building that is not a dwelling, must have a setback from the boundary of a property containing a sensitive use not less than 10m.</i>	P6 <i>Air conditioning, air extraction, pumping, heating or refrigeration systems or compressors, for a building that is not a dwelling, within 10m of the boundary of a property containing a sensitive use must be designed, located, baffled or insulated to not cause an unreasonable loss of amenity, having regard to:</i>

8.5.1 Non-Dwelling Development	
Acceptable Solution	Performance Criterion
	(a) <i>the characteristics and frequency of any emissions generated;</i> (b) <i>the nature of the proposed use;</i> (c) <i>the topography of the site and location of the sensitive use; and</i> (d) <i>any mitigation measures proposed.</i>
Assessment	
The proposal does not include any building development or mechanical plant within 12 Gadsby Street. Accordingly, this standard is not relevant.	
8.5.2 Non-Dwelling Garages and Carports	
Objective: <i>To maintain frontage setbacks compatible with the streetscape and reduce the potential for garage and carport openings to dominate the primary frontage.</i>	
Acceptable Solution	Performance Criterion
A1 <i>A garage or carport not forming part of a dwelling, must have a setback from a primary frontage of not less than:</i> (a) <i>5.5m, or alternatively 1m behind the building line;</i> (b) <i>the same as the building line, if a portion of the building gross floor area is located above the garage or carport; or</i> (c) <i>1m, if the existing ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10m from the frontage.</i>	P1 <i>A garage or carport not forming part of a dwelling, must have a setback from a primary frontage that is compatible with the setbacks of garages or carports in the street, having regard to any topographical constraints.</i>
Assessment	
The proposal does not include any non-dwelling garage or carport within 12 Gadsby Street. Accordingly, the standard is not relevant.	
Acceptable Solution	Performance Criterion
A2 <i>A garage or carport not forming part of a dwelling, within 12m of a primary frontage (whether the garage or carport is free-standing) must have a total width of openings facing the primary frontage of not more than 6m or half the width of the frontage (whichever is the lesser).</i>	P2 <i>A garage or carport not forming part of a dwelling, must be designed to minimise the width of its openings that are visible from the street, so as to reduce the potential for the openings of a garage or carport to dominate the primary frontage.</i>
Assessment	
The proposal does not include any non-dwelling garage or carport within 12 Gadsby Street. Accordingly, the standard is not relevant.	

4.5 Code Applicability Overview

The applicability of the codes in the Planning Scheme is considered below.

Clause	Code Application	Assessment	Applicability
C1.0 Signs Code			
C1.2.1	<i>Unless otherwise stated in a particular purpose zone, this code applies to all development for signs, unless the following clauses apply:</i> (a) C1.4.2; or (b) C1.4.3.	The application seeks approval for two (2) pylon signs, one adjacent to each frontage, together with four (4) wall signs facing Gadsby to the south and six (6) wall signs facing Friend to the east.	Applicable
C2.0 Parking and Sustainable Transport Code			
C2.2.1	<i>Unless stated otherwise in a particular purpose zone, or sub-clause C2.2.2, C2.2.3 or C2.2.4, this code applies to all use and development.</i>	The Code requires consideration in relation to all use or development.	Applicable
C3.0 Road and Railway Assets Code			
C3.2.1	<i>This code applies to a use or development that:</i> (a) <i>will increase the amount of vehicular traffic or the number of movements of vehicles longer than 5.5m using an existing vehicle crossing or private level crossing;</i> (b) <i>will require a new vehicle crossing, junction or level crossing; or</i> (c) <i>involves a subdivision or habitable building within a road or railway attenuation area if for a sensitive use.</i>	 The proposed bulky goods showrooms will increase the amount of vehicular traffic associated with the site, as confirmed by the accompanying Transport Impact Assessment. The proposal development includes a new vehicle crossing in Gadsby Street. The site not located within a Road or Railway Attenuation Area.	Applicable Applicable Not Applicable
C4.0 Electricity Transmission Infrastructure Protection Code			
C4.2.1	The Code has applicability to specified uses or developments within an Electricity Transmission Corridor, Communications Station Buffer Area or Substation Facility Buffer Area.	The site is not shown within an Electricity Transmission Corridor, Communications Station Buffer Area or Substation Facility Buffer Area on the Devonport LPS overlay maps.	Not Applicable
C5.0 Telecommunications Code			
C5.2.1	<i>Unless otherwise stated in a particular purpose zone, this code applies to all development for telecommunication facilities.</i>	The proposal does not involve a telecommunications facility.	Not Applicable

Clause	Code Application	Assessment	Applicability
C6.0 Local Historic Heritage Code			
C6.2.1	The Code has applicability to development within a Local Heritage Place, Local Heritage Precinct, Local Historic Landscape Precinct, excavation within a Place or Precinct of Archaeological Potential or lopping, pruning, removal or destruction of a Significant Tree.	The site is not identified in any list of Local Heritage Places, Local Heritage Precincts, Local Historic Landscape Precincts, Places or Precincts of Archaeological Potential or Significant Trees.	Not Applicable
C7.0 Natural Assets Code			
C7.2.1	<i>This code applies to development on land within the following areas:</i> <i>(a) a waterway and coastal protection area;</i> <i>(b) a future coastal refugia area; and</i> <i>(c) a priority vegetation area only if within the following zones:</i> <i>(xii) General Residential Zone or Low Density Residential Zone, only if an application for subdivision</i>	 The site is not shown within a Waterway and Coastal Protection Area on the overlay maps. The site is not subject to a Future Coastal Refugia Area overlay. The only part of the site affected by a Priority Vegetation Area overlay is the land within 12 Gadsby Street. However, because the underlying zoning is General Residential, the associated Code standards apply only to subdivision development and therefore do not apply to the proposed vehicular access and on-site service infrastructure.	 Not Applicable Not Applicable Not Applicable
C8.0 Scenic Protection Code			
C8.2.1	The Code has applicability to development within a Scenic Protection Area or Scenic Road Corridor if within specified zones (excludes the General Residential and Commercial Zones).	The site is not shown within a Scenic Protection Area or Scenic Road Corridor on the overlay maps.	Not Applicable
C9.0 Attenuation Code			
C9.2.1	<i>This code applies to:</i> <i>(a) activities listed in Tables C9.1 and C9.2;</i> <i>(b) sensitive uses; and</i> <i>(c) subdivision if it creates a new lot where a sensitive use could be established, within an attenuation area.</i>	 The proposal is not for an activity listed in Tables C9.1 and C9.2. The proposal does not include a sensitive use ¹⁰ . The proposal does not include a subdivision.	 Not Applicable Not Applicable Not Applicable

¹⁰ Table 3.1 of the SPPs defines the term sensitive use as a residential use or a use involving the presence of people for extended periods except in the course of their employment such as a caravan park, childcare centre, dwelling, hospital or school.

Clause	Code Application	Assessment	Applicability
C10.0 Coastal Erosion Hazard Code			
C10.2.1	<i>This code applies to:</i> (a) <i>use and development of land within a coastal erosion hazard area; or</i> (b) <i>development identified in a report, that is lodged with an application, or required in response to a request under section 54 of the Act, as located on an actively mobile landform within the coastal zone.</i>	The site is not shown within a Coastal Erosion Hazard Area on the overlay maps. The site is not within the coastal zone, which under the <i>State Coastal Policy 1996</i> includes State waters and all land within 1 kilometre of the high-water mark. The nearest such waters, associated with the Mersey River estuary, are at least 1.5 kilometres from the site.	Not Applicable Not Applicable
C11.0 Coastal Inundation Hazard Code			
C11.2.1	<i>This code applies to use and development of land within a coastal inundation hazard area.</i>	The site is not shown within a Coastal Inundation Hazard Area on the overlay maps.	Not Applicable
C12.0 Flood-Prone Areas Hazard Code			
C12.2.1	<i>This code applies to development of land within a flood-prone hazard area.</i>	The site is not shown within a Flood-Prone Hazard Area on the overlay maps.	Not Applicable
C13.0 Bushfire-Prone Areas Code			
C13.2.1	<i>This code applies to:</i> (a) <i>subdivision of land that is located within, or partially within, a bushfire-prone area; and</i> (b) <i>a use, on land that is located within, or partially within, a bushfire-prone area, that is a vulnerable use or hazardous use.</i>	The site is shown within a Bushfire-Prone Area on the overlay maps. However, the proposal does not include subdivision. A vulnerable use, as defined in Clause C13.3.1 of the Code, does not include Bulky Goods Sales. A hazardous use is one involving the storage of hazardous chemicals in manifest quantities or explosives. The proposed bulky goods showrooms are not expected to store hazardous materials in manifest quantities, as defined under the <i>Work Health and Safety Regulations 2022</i>, nor explosives	Not Applicable Not Applicable
C14.0 Potentially Contaminated Land Code			
C14.2.1	The Code has applicability to specified uses, including a sensitive use or specified uses in the Passive Recreation and Sports and Recreation use classes, or development on potentially contaminated land.	The site has not been identified as potentially contaminated land, as defined in the code.	Not Applicable

Clause	Code Application	Assessment	Applicability
C15.0 Landslip Hazard Code			
C15.2.1	This code has applicability to use or development within a Landslip Hazard Area.	The site is not shown within a Landslip Hazard Area on the overlay maps.	Not Applicable
C16.0 Safeguarding of Airports Code			
C16.2.1	The Code has applicability to sensitive use within an Airport Noise Exposure Area or development within an Airport Obstacle Limitation Area.	The site is not shown to be subject to an Airport Noise Exposure Area on the overlay maps.	Not Applicable
C16.4.1	<i>The following use or development is exempt from this code:</i> (a) <i>development that is not more than the AHD height specified for the site of the development in the relevant airport obstacle limitation area.</i>	The site is subject to an Airport Obstacle Limitation Area overlay associated with the Devonport Airport, which specifies a height of 155.1 metres AHD. The proposed building will reach a maximum elevation of 69.9 metres AHD, well below the specified limit, and is therefore exempt.	Exempt

4.6 Signs Code

An assessment of the applicable standards in the Code is provided below.

4.6.1 Development Standards for Buildings and Works

Standard	Assessment	Compliance
C1.6.1 Design and Siting of Signs		
A1	<i>A sign must:</i> (a) <i>be located within the applicable zone for the relevant sign type set out in Table C1.6; and</i> (b) <i>meet the sign standards for the relevant sign type set out in Table C1.6,</i>	Relies on Performance Criteria Table C1.6 identifies the Commercial Zone as an applicable zone for pole / pylon and wall sign types. Pole / Pylon Signs Table C1.6 specifies that pole/pylon signs must: • Project no more than 1.2 m beyond the boundary with the footpath or road reservation. • Have no more than two faces. • Have a maximum area of 5 m² per face. • Have a maximum height of 5 m above ground level.

Standard	Assessment	Compliance
C1.6.1 Design and Siting of Signs		
	• Maintain a minimum clearance of 2.4 m from ground level to the sign. The proposed pylon signs will not project beyond the site boundaries, will have two faces, and will provide a clearance of 3.975 metres above finished ground level. However, each pylon will have an area of approximately 15 m² per face and a maximum height of 10 metres. Wall sign Table C1.6 identifies that wall signs must: • Not extend beyond or above the wall to which they are attached. • Have a maximum area of 4.5 m². • Occupy no more than 25% of the wall area. The proposed wall signs will generally be integrated within signage portals forming part of the relevant building walls. The exception is the three signs mounted on the northernmost section of the eastern parapet, which will not extend beyond or above that section of wall. However, all proposed wall signs will have an area exceeding 4.5 m². Notwithstanding, the four signs facing Gadsby Street will occupy approximately 16.9% of the southern elevation. The six signs facing Friend Street have a smaller combined area than the four signs on the southern elevation; however, they occupy approximately 32.9% of the eastern elevation, including the northernmost parapet section. Accordingly, the proposal relies on the associated Performance Criterion P1.1.	

Standard		Assessment	Compliance
C1.6.1 Design and Siting of Signs			
	<i>excluding for the following sign types, for which there is no Acceptable Solution:</i> (i) roof sign; (ii) sky sign; and (iii) billboard.	The proposal does not include a roof sign, sky sign or billboard.	
A2	<i>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.</i>	The south-western pylon sign, adjacent to Gadsby Street, will be setback from the portion of the site at 12 Gadsby Street, which is zoned General Residential.	Relies on Performance Criteria
A3	<i>The number of signs for each business or tenancy on a road frontage of a building must be no more than:</i> (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, <i>excluding the following sign types, for which there is no limit:</i> (i) name plate; and (ii) temporary sign.	The proposal includes multiple pole / pylon and wall sign types. The application does not seek approval for window signs. The length of each frontage exceeds 20 metres. While the proposal includes five signs for the Gadsby Street frontage, it includes seven for the Friend Street frontage. The proposal does not seek approval for a name plate or temporary sign.	Relies on Performance Criteria
C1.6.2 Illuminated Signs			
A1	<i>No Acceptable Solution.</i>	The proposed signs, with the exception of the three wall signs on the northernmost section of the eastern parapet, are proposed to be illuminated.	Relies on Performance Criteria
A2	<i>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.</i>	The signs' illumination will not include flashing, animation, or movement.	Complies with Acceptable Solution

Standard		Assessment	Compliance
C1.6.3 Third Party Sign			
A1	<i>No Acceptable Solution.</i>	The application does not seek approval for any third party sign.	Not Applicable
C1.6.4 Signs on Local Heritage Places and in Local Heritage Precincts and Local Historic Landscape Precincts			
A1	<i>A sign located on a site that is a local heritage place, in a local heritage precinct or local historic landscape precinct listed under the Local Historic Heritage Code, must:</i> <i>(a) be not more than 0.2m²;</i> <i>(b) not be an illuminated sign; and</i> <i>(c) there must be not more than 1 sign per site.</i>	The site is not identified in any list of Local Heritage Places, Local Heritage Precincts, or Local Historic Landscape Precincts.	Not Applicable

4.7 Parking and Sustainable Transport Code

The applicable standards in the Code are addressed below.

4.7.1 Use Standards

Standard		Assessment	Compliance
C2.5.1 Car Parking Numbers			
A1	<i>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:</i>	Table C2.1 specifies that a use categorised as Bulky Goods Sales (excluding motor vehicle, boat or caravan sales and retail plant nursery) is required to provide one (1) car parking space per 50 m² of floor area¹¹. The proposed large format retail building has a gross floor area of 4,000 m². The roof access stair, loading area, vehicular access way and parking are located external to the building, and mechanical units are located at roof level. Consistent with the definition of floor area in Table 3.1 of the SPPs, the relevant floor area for parking calculations is the gross floor area of the building.	Complies with Acceptable Solution

¹¹ Floor area is defined in Table 3.1 of the SPPs as the gross floor area measured from the outside of the external walls), excluding the area of stairs, loading bays, access ways, or parking areas, of any area occupied by machinery required for air conditioning, heating, power supply, or lifts.

Standard		Assessment	Compliance
C2.5.1 Car Parking Numbers			
		On this basis, 80 car parking spaces are required. The proposal provides 87 spaces, including seven (7) staff spaces and two (2) accessible spaces, and therefore complies.	
		The following consideration of matters (a) to (d) identifies that they do not apply.	
	(a) <i>the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan;</i>	The site is not subject to a parking plan adopted by Council.	Not Applicable
	(b) <i>the site is contained within a parking precinct plan and subject to Clause C2.7.</i>	The site is not shown within a Parking Precinct Plan on the Devonport LPS overlay maps. It is therefore not subject to the associated provisions in Clause C2.7.	Not Applicable
	(c) <i>the site is subject to Clause C2.5.5; or</i>	Clause C2.5.5 applies to specified use classes within the General Residential Zone and Inner Residential Zone. Bulky Goods Sales is not one of the uses to which this clause applies.	Not Applicable
	(d) <i>it relates to an intensification of an existing use or development or a change of use where:</i>	The proposal does not constitute an intensification of an existing use or development, and does not involve a change of use.	
	...		
C2.5.2 Bicycle Parking Numbers			
A1	<i>Bicycle parking spaces must:</i> (a) <i>be provided on the site or within 50m of the site; and</i> (b) <i>be no less than the number specified in Table C2.1.</i>	Table C2.1 specifies that a use categorised as Bulky Goods Sales (excluding retail plant nursery) is required to provide one (1) bicycle parking space per 500 m ² of floor area. Based on a floor area of 4,000 m ² , eight (8) spaces are required. The proposal provides 20 spaces, comprising four (4) double-sided hoops providing eight (8) spaces, and six (6) hoops within the back-of-house areas providing a further 12 staff bicycle spaces.	Complies with Acceptable Solution

Standard	Assessment	Compliance
C2.5.3 Motorcycle Parking Numbers		
A1	<i>The number of on-site motorcycle parking spaces for all uses must:</i> (a) <i>be no less than the number specified in Table C2.4; and</i> (b) <i>if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle numbers is maintained.</i>	Clause C2.2.2 specifies the use classes to which the standard applies. Bulky Goods Sales is not listed. Accordingly, the proposed use is not required to provide motorcycle parking. Not Applicable
C2.5.4 Loading Bays		
A1	<i>A loading bay must be provided for uses with a floor area of more than 1,000m² in a single occupancy.</i>	Two of the tenancies will have floor areas exceeding 1,000 m². The proposal provides a shared loading area located to the north-west of the large format retail building. Each of the three back-of-house areas will be serviced by a roller door providing direct access to this loading area. Complies with Acceptable Solution

4.7.2 Development Standards for Buildings and Works

Standard	Assessment	Compliance
C2.6.1 Construction of Parking Areas		
A1	<i>All parking, access ways, manoeuvring and circulation spaces must:</i> (a) <i>be constructed with a durable all weather pavement;</i> (b) <i>be drained to the public stormwater system, or contain stormwater on the site; and</i> (c) <i>excluding all uses in the Rural Zone, 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.</i>	The accompanying Transport Impact Assessment confirms that the parking area is expected to be constructed in accordance with the requirements of Acceptable Solution A1. Complies with Acceptable Solution

Standard	Assessment	Compliance
C2.6.2 Design and Layout of Parking Areas		
A1.1 <i>Parking, access ways, manoeuvring and circulation spaces must either:</i> <i>(a) comply with the following:</i> <i>(i) have a gradient in accordance with Australian Standard AS 2890 – Parking facilities, Parts 1-6.</i> <i>(ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces;</i> <i>(iii) have an access with no less than the requirements in Table C2.2;</i> <i>(iv) have car parking space dimensions which satisfy the requirements in Table C2.3;</i> <i>(v) have a vertical clearance of not less than 2.1m above the parking surface level; and</i> <i>(vi) excluding a single dwelling, be delineated by line marking or other clear physical means; or</i> <i>(b) comply with Australian Standard AS 2890 Parking facilities, Parts 1-6.</i>	The accompanying TIA demonstrates that the design and layout of the parking area complies with requirement (b) in Acceptable Solution A1.1.	Complies with Acceptable Solution
A1.2 <i>Parking spaces provided for use by persons with a disability must satisfy the following:</i> <i>(a) be located as close as practicable to the main entry point to the building;</i> <i>(b) be incorporated into the overall car park design; and</i> <i>(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.¹²</i>	The TIA also confirms that the two accessible car parking spaces comply with Acceptable Solution A1.2.	Complies with Acceptable Solution

¹² Requirements for the number of accessible car parking spaces are specified in part D3 of the *National Construction Code 2016*.

Standard		Assessment	Compliance
C2.6.5 Pedestrian Access			
A1.1	<i>Uses that require 10 or more car parking spaces must:</i> <i>(a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by:</i> <i>(i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or</i> <i>(i) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and</i> <i>(b) be signed and line marked at points where pedestrians cross access ways or parking aisles.</i>	The pedestrian footpath, connecting to the public footpath in Gadsby Street and extending through the parking area to the footpath along the southern and part of the western sides of the building, complies with Acceptable Solution A1.1, as confirmed by the accompanying TIA.	Complies with Acceptable Solution
A1.2	<i>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.</i>	The TIA also confirms that the proposal complies with Acceptable Solution A1.2.	Complies with Acceptable Solution
C2.6.6 Loading Bays			
A1	<i>The area and dimensions of loading bays and access way areas must be designed in accordance with Australian Standard AS 2890.2–2002, Parking facilities, Part 2: Off-street commercial vehicle facilities, for the type of vehicles likely to use the site.</i>	The TIA confirms that the proposed loading bay, designed to accommodate 8.8 m service vehicles and 19 m semi-trailers, complies with Acceptable Solution A1.	Complies with Acceptable Solution
A2	<i>The type of commercial vehicles likely to use the site must be able to enter, park and exit the site in a forward direction in accordance with Australian Standard AS 2890.2 – 2002, Parking Facilities, Part 2: Parking facilities - Off-street commercial vehicle facilities.</i>	The TIA, which includes a swept path assessment for the anticipated service and delivery vehicles, also confirms compliance with Acceptable Solution A2.	Complies with Acceptable Solution

4.8 Road and Railway Assets Code

The applicable standards in the Code are addressed below.

4.8.1 Use Standards

Standard		Assessment	Compliance
C3.5.1 Traffic Generation at a Vehicle Crossing, Level Crossing or New Junction			
A1.1	<i>For a category 1 road or a limited access road, vehicular traffic to and from the site will not require:</i> <i>(a) a new junction;</i> <i>(b) a new vehicle crossing; or</i> <i>(c) a new level crossing.</i>	The proposal does not involve any access to a Category 1 Trunk Road as defined in the State Road Hierarchy or a limited access road declared under the <i>Roads and Jetties Act 1935</i> . Gadsby Street and Friend Street, which adjoin the site, are local roads administered by Council as the Road Authority.	Not Applicable
A1.2	<i>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.</i>	The new vehicle crossing in Gadsby Street will require consideration by Council's Road Authority as part of the planning approval process.	Relies on Performance Criteria
A1.3	<i>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.</i>	The proposal does not involve the rail network.	Not Applicable
A1.4	<i>Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than:</i> <i>(a) the amounts in Table C3.1; or</i> <i>(b) allowed by a license issued under Part IVA of the Roads and Jetties Act 1935 in respect to a limited access road.</i>	The accompanying TIA identifies that traffic generated by the proposed use and development is expected to exceed the relevant thresholds specified in Table C3.1.	Relies on Performance Criteria
A1.5	<i>Vehicular traffic must be able to enter and leave a major road in a forward direction.</i>	The adjoining roads are not designated as Major Roads in the Devonport LPS. In any case, the development layout ensures that vehicles can enter and leave Gadsby Street in a forward direction via the proposed access point.	Not Applicable

5. Performance Criteria Assessment

5.1 Devonport Regional Homemaker Centre and Stony Rise Village Specific Area Plan

5.1.1 Clause DEV-S1.7.1 Setbacks – Performance Criterion P1

DEV-S1.7.1 Setbacks	
<i>Objective:</i> <i>Development of land is to minimise:</i> (a) <i>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;</i> (b) <i>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.</i>	
Performance Criterion	Assessment
P1 <i>Buildings must have a setback from a frontage that provides suitable amenity for intended users and adequate space for landscaping, having regard to:</i> (a) <i>the topography of the site;</i> (b) <i>the setback of buildings on adjacent properties; and</i> (c) <i>the safety of pedestrians and road users.</i>	Acceptable Solution A1 for the standard requires a minimum setback of 5.5 metres from the frontages of the site. The proposed building generally exceeds this setback. However, the northernmost section of the eastern parapet extends partially along a truncated boundary section that forms part of the Friend Street frontage, leading to an adjoining vehicular access way serving the property to the north at 2 Friend Street. The proposed parking area encroaches into the Gadsby Street frontage setback. The truncated section of the Friend Street frontage is located along an embankment and will be subject to fill of up to approximately 2 metres above road level to achieve the building's finished floor level. This limits the effectiveness of any landscaping within this narrow frontage section and reduces the functional benefit of providing a setback in this location. The adjacent bulky goods showroom to the north-east, within 4 Friend Street, is constructed along the Friend Street frontage. The building will be setback a minimum of 5.5 metres from the eastern boundary along the primary alignment of Friend Street and approximately 29 metres from the Gadsby Street frontage. Only a relatively small portion of the building extends along a frontage, ensuring no material impact on pedestrian or road user safety.

DEV-S1.7.1 Setbacks	
Performance Criterion	Assessment
	While the parking area encroaches into the Gadsby Street frontage setback, it will be excavated below road level in the south-eastern corner of the site adjacent to both Gadsby Street and Friend Street, reducing its visual prominence and impact on streetscape amenity. Matters (a)–(c) are considerations rather than mandatory requirements. Having regard to these matters, including the limited extent of the encroachment of the building on the frontage setbacks, and the maintenance of adequate landscaping opportunities across the remainder of the frontages, the proposal complies with Performance Criterion P1.

5.1.2 Clause DEV-S1.7.3 Access – Performance Criterion P1

DEV-S1.7.3 Access	
<i>Objective:</i> There is safe vehicular and pedestrian access to the site.	
Performance Criterion	Assessment
P1 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	The accompanying Transport Impact Assessment demonstrates compliance with the Performance Criterion. It identifies that the proposed access point in Gadsby Street, located to the west of the existing single-width vehicle crossing associated with 12 Gadsby Street, is necessary to accommodate the level of traffic generated by the proposed large format retail building.

5.2 Commercial Zone

5.2.1 Clause 17.4.3 Design – Performance Criterion P1

17.4.3 Design	
<i>Objective:</i> That building design is compatible with the streetscape.	
Performance Criterion	Assessment
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;	The pedestrian entrances to the proposed bulky goods showrooms will be visible from both Gadsby Street and the parking area within the frontage setback.

17.4.3 Design	
Performance Criterion	Assessment
(b) <i>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;</i>	Mechanical plant and service infrastructure, excluding roof-mounted units (addressed below), will be located internally or in concealed positions, ensuring they are screened from the public realm, including adjacent roads.
(c) <i>minimising the visual impact of roof-top service infrastructure, excluding lift structures;</i>	The mechanical units at roof level will be positioned behind, and screened by, signage portals and parapets along the southern and eastern elevations. In the southern portion of the western elevation, the units will be located north of the parapet; however, they will be screened by the roof edge when viewed from the western boundary of the site. While the units may become visible from the adjoining subdivision balance to the west (18A Gadsby Street) as the viewing angle decreases, the nearest unit will be set back approximately 44 metres from the western boundary, with separation distances increasing further westward. This setback ensures that any residual visibility is limited and distant, and that the visual impact of the units will be minimised.
(d) <i>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;</i>	No security shutters or grilles are proposed over the entrance doors or shopfront glazing facing Gadsby Street.
(e) <i>the need for provision of awnings over a public footpath; and</i>	As the proposed building will generally be set back from the site frontages, similar to other buildings within the Homemaker Centre, the provision of an awning over a public footpath is not required to achieve streetscape compatibility.
(f) <i>providing suitable lighting to vehicle parking areas and pathways for the safety and security of users.</i>	External lighting will be installed within the parking area to provide illumination for the vehicle parking and pedestrian pathways. Having regard to matters (a)–(f), including the limited visual impact associated with the mechanical units at roof level, the proposed building will be compatible with the streetscape. Accordingly, the proposal complies with Performance Criterion P1.

5.2.2 Clause 17.4.6 Landscaping – Performance Criterion P1

17.4.6 Landscaping	
Objective: <i>That landscaping enhances the amenity and appearance of the streetscape where buildings are setback from the frontage.</i>	
Performance Criterion	Assessment
P1 <i>If a building is setback from a road, landscaping treatment must be provided along the frontage of the site, having regard to:</i>	
<i>(a) the width of the setback;</i>	The minimum landscaping depth of 5.5 metres specified in Acceptable Solution A1 is not achieved where the eastern parapet and the parking area partially encroach into the Friend Street and Gadsby Street frontage setbacks, respectively. The proposed building is generally set back in excess of 5.5 metres from the frontages, including from the primary alignment of Friend Street, where landscaping is proposed. Along Gadsby Street, landscaping is proposed between the parking area and the frontage; however, a minimum depth of 5.5 metres is achieved only in parts of this area.
<i>(b) the width of the frontage;</i>	The Friend Street frontage is approximately 60 metres wide, which is narrower than the Gadsby Street frontage of approximately 130 metres.
<i>(c) the topography of the site;</i>	However, the parking area will be excavated below road level in the south-eastern corner of the site, adjacent to both Gadsby Street and Friend Street. This reduces its visual prominence and, in turn, the reliance on landscaping in this location.
<i>(d) existing vegetation on the site;</i>	The site has previously been cleared, with existing vegetation limited to grassed areas.
<i>(e) the location, type and growth of the proposed vegetation; and</i>	The detailed composition of landscaping, type of vegetation, is subject to confirmation.
<i>(f) the character of the streetscape and surrounding area.</i>	Established development within the Homemaker Centre is generally characterised by landscaped setbacks comprising shrubs and ground covers, with taller plantings typically located within road verges and car parking environments. Having regard to matters (a)–(f), the proposed development provides adequate opportunity for landscaping to enhance streetscape amenity and visual appearance. Detailed landscaping design can be appropriately addressed through a landscaping plan required as a permit condition, prepared having regard to the established character of the surrounding area. Accordingly, the proposal satisfies Performance Criterion P1.

5.3 Signs Code

5.3.1 Clause C1.6.1 Design and Siting of Signs – Performance Criteria P1.1, P2 and P3

C1.6.1 Design and Siting of Signs	
Objective: That: (a) <i>signage is well designed and sited; and</i> (b) <i>signs do not contribute to visual clutter or cause an unreasonable loss of visual amenity to the surrounding area.</i>	
Performance Criteria	Assessment
P1.1 <i>A sign must:</i> (a) <i>be located within an applicable zone for the relevant sign type as set out in Table C1.6; and</i> (b) <i>be compatible with the streetscape or landscape, having regard to:</i> (i) <i>the size and dimensions of the sign;</i> (ii) <i>the size and scale of the building upon which the sign is proposed;</i> (iii) <i>the amenity of surrounding properties;</i>	The application seeks approval for two (2) pylon signs, one adjacent to each site frontage, together with four (4) wall signs facing Gadsby Street to the south and six (6) wall signs facing Friend Street to the east. The site is zoned Commercial, which is an applicable zone for both pole/pylon and wall sign types, as identified in Table C1.6. Accordingly, the proposal complies with requirement (a). The size and dimensions of the proposed signs are appropriate for a large-format retail development comprising three (3) bulky goods showrooms. The proposed wall signs are proportionate to the scale and form of the building. The four wall signs facing Gadsby Street occupy approximately 16.9% of the southern elevation. The six wall signs facing Friend Street, while having a smaller combined area, occupy approximately 32.9% of the eastern elevation. Friend Street is predominantly commercial in nature, functioning as the main access road through the Homemaker Centre. Properties opposite the site along Gadsby Street and Friend Street are zoned Commercial and are subject to the Homemaker Centre SAP. The westernmost wall sign on the southern elevation will be located opposite a General Residential-zoned property; however, it will be setback approximately 30 metres from the Gadsby Street frontage, thereby minimising any potential visual impact.

C1.6.1 Design and Siting of Signs	
Performance Criteria	Assessment
<i>(iv) the repetition of messages or information;</i> <i>(v) the number and density of signs on the site and on adjacent properties; and</i> <i>(vi) the impact on the safe and efficient movement of vehicles and pedestrians.</i>	Having regard to the scale and nature of the proposed use, the signage will not result in an unreasonable repetition of messages or information. Existing bulky goods developments within the Homemaker Centre include signage of a similar number, density, and scale. All signs will be located within the site boundaries and positioned clear of the proposed vehicular access way and internal pedestrian footpaths. Their siting will not adversely affect the safe or efficient movement of vehicles or pedestrians. As identified above, the proposal satisfies requirement (a) of Performance Criterion P1.1. Having regard to matters (i)–(vi), the proposed signage is compatible with the streetscape. Accordingly, the proposal complies with requirement (b) and therefore Performance Criterion P1.1.
P2 <i>A sign must not cause an unreasonable loss of amenity to adjoining residential properties, having regard to:</i> <i>(a) the topography of the site and the surrounding area;</i> <i>(b) the relative location of buildings, habitable rooms of dwellings and private open space;</i> <i>(c) any overshadowing; and</i> <i>(d) the nature and type of the sign.</i>	The south-western pylon sign, adjacent to Gadsby Street, will be setback less than the 2 metres specified in Acceptable Solution A2 from land within the site at 12 Gadsby Street, which is zoned General Residential. The site in this location has a relatively gentle slope, which does not exacerbate the visual or amenity impacts of the proposed sign. In any case, the land at 12 Gadsby Street forms part of the site for the purposes of accommodating vehicular access and on-site service infrastructure associated with the proposed use and development. As such, it is unlikely to be developed for residential purposes, and no sensitive residential interfaces are affected. The shadow diagrams forming part of the accompanying proposal plans demonstrate that the pylon sign will not result in unreasonable overshadowing of 12 Gadsby Street or any other adjacent land. The pylon sign is directly associated with the large-format retail development and will be located near the primary pedestrian and vehicular entry from Gadsby Street, consistent with its function and setting.

C1.6.1 Design and Siting of Signs	
Performance Criteria	Assessment
	Having regard to matters (a)–(d), including the functional relationship between the sign and 12 Gadsby Street, the proposal will not result in an unreasonable loss of amenity to this adjoining General Residential–zoned property. Accordingly, the proposal satisfies Performance Criterion P2.
P3 <i>The number of signs for each business or tenancy on a street frontage must:</i> (a) <i>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</i> (b) <i>not involve the repetition of messages or information.</i>	The proposed pole / pylon and wall signs are associated with a proposed building containing three (3) new bulk goods showrooms on a vacant site within the Homemaker Centre. The number, scale and distribution of the signs are proportionate to the nature and scale of the proposed use and development. Accordingly, they will not unreasonably increase in the existing level of visual clutter in the streetscape. In addition, proposed signage will not involve an unreasonable repetition of messages or information. Accordingly, the proposal satisfies Performance Criterion P3.

5.3.2 Clause C1.6.2 Illuminated Signs – Performance Criterion P1

C1.6.2 Illuminated Signs	
Objective: That: (a) <i>illuminated signs are compatible with the streetscape;</i> (b) <i>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</i> (c) <i>any potential negative impacts of illuminated signs on road safety and pedestrian movement are minimised.</i>	
Performance Criterion	Assessment
P1 <i>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:</i> (a) <i>the location of the sign;</i>	The proposed signs, with the exception of the three wall signs on the northernmost section of the eastern parapet, will be illuminated. The properties opposite the proposed signs along Gadsby Street and Friend Street are predominantly zoned Commercial and are subject to the Homemaker Centre SAP.

C1.6.2 Illuminated Signs	
Performance Criterion	Assessment
(b) <i>the size of the sign;</i>	The size of the illuminated signs is proportionate to the scale and nature of the proposed development, containing three (3) new bulky goods showrooms..
(c) <i>the intensity of the lighting;</i>	The signs are expected to be designed to minimise light spill beyond the site boundaries, consistent with the requirements of AS 4282:2019 – <i>Control of the obtrusive effects of outdoor lighting</i> .
(d) <i>the hours of operation of the sign;</i>	The operating hours of the sign are expected to be consistent with other external lighting associated with the use.
(e) <i>the purpose of the sign;</i>	The signs are intended to provide identification and advertising for the proposed bulky goods showrooms.
(f) <i>the sensitivity of the area in terms of view corridors, the natural environment and adjacent residential amenity;</i>	While the adjacent properties are generally commercial in nature, the westernmost sign in the southern elevation will be opposite a General Residential-zoned property. This sign will be setback approximately 30 metres from the Gadsby Street frontage, which will minimise any potential impact on residential amenity.
(g) <i>the intended purpose of the changing message of the sign;</i>	The illuminated signs will not contain changing messages.
(h) <i>the percentage of the sign that is illuminated with changing messages;</i>	The illuminated signs will not contain changing messages.
(i) <i>proposed dwell time; and</i>	The illuminated signs will not contain changing messages.
(j) <i>whether the sign is visible from the road and if so the proximity to and impact on an electronic traffic control device.</i>	Although the signs will be visible from Gadsby Street and Friend Street, they are intended for site identification and will not interfere with traffic control devices or the safe and efficient movement of vehicles. Having regard to matters (a)–(j), the proposed illuminated signs will not cause an unreasonable loss of amenity to adjoining properties, will not adversely affect road safety or efficiency, and will be compatible with the streetscape. Accordingly, the proposal complies with Performance Criterion P1.

5.4 Road and Railway Assets Code

5.4.1 Clause C3.5.1 Traffic Generation at a Vehicle Crossing, Level Crossing or New Junction – Performance Criterion P1

C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction	
Objective: <i>To minimise any adverse effects on the safety and efficiency of the road and rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction.</i>	
Performance Criterion	Assessment
P1 <i>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:</i> <i>(a) any increase in traffic caused by the use;</i> <i>(b) the nature of the traffic generated by the use;</i> <i>(c) the nature of the road;</i> <i>(d) the speed limit and traffic flow of the road;</i> <i>(e) any alternative access to a road;</i> <i>(f) the need for the use;</i> <i>(g) any traffic impact assessment; and</i> <i>(h) any advice received from the rail or road authority.</i>	The accompanying Transport Impact Assessment demonstrates compliance with the Performance Criterion. It confirms that sufficient sight distance is available at the proposed access point in Gadsby Street for both pedestrians and vehicles. Traffic modelling shows that the proposal can be accommodated without significant impact on the safety or efficiency of the road network.

6. Conclusion

The application seeks planning approval for proposed large format retail development at 1 Friend Street, Stony Rise.

The documents accompanying the planning permit application demonstrate that the proposal complies with the relevant provisions of the *Tasmanian Planning Scheme – Devonport*, under:

- Clause DEV-S1.0 – Devonport Regional Homemaker Centre and Stony Rise Village Specific Area Plan
- Clause 17.0 – Commercial Zone
- Clause 7.6 – Access and Provision of Infrastructure Across Land in Another Zone
- Clause C1.0 – Signs Code
- Clause C2.0 – Parking and Sustainable Transport Code
- Clause C3.0 – Road and Railway Assets Code

This includes the applicable performance criteria in the relevant specific area plan, zone, and code provisions, including.

- Homemaker Centre SAP
 - Clause DEV-S1.7.1 – Setbacks – Performance Criterion P1
 - Clause DEV-S1.7.3 – Access – Performance Criterion P1
- Commercial Zone
 - Clause 17.4.3 – Design – Performance Criterion P1
 - Clause 17.4.6 – Landscaping – Performance Criterion P1
- Signs Code
 - Clause C1.6.1 – Design and Siting of Signs – Performance Criteria P1.1, P2 and P3
 - Clause C1.6.2 – Illuminated Signs – Performance Criterion P1
- Road and Railway Assets Code
 - Clause C3.5.1 – Traffic Generation at a Vehicle Crossing, Level Crossing or New Junction – Performance Criterion P1

Accordingly, it is submitted that a Discretionary permit can be issued in accordance with Clause 6.8.1 of the Planning Scheme and Sections 51 and 57 of the *Land Use Planning and Approvals Act 1993*.



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Date
11 December 2025

Planning

Transport

Urban Design

Waste Management

Landscape Architecture

Civil Engineering

ratio.com.au

Transport Impact Assessment

Proposed Bulky Goods Retail Development

Lot 101 Friend Street, Stony Rise

ratio:

Project
Lot 101 Friend Street, Stony Rise

Prepared for
Fairbrother Pty Ltd

Our reference
23997T-REP01

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Version	Date	Issue	Prepared by	Checked by
F01	30/10/2025	Final Report	R. Tan	M. Petrusma
F02	11/12/2025	Final Report	R. Tan	M. Petrusma

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1. Introduction

1.1. Background

Ratio Consultants has been engaged by Fairbrother Pty Ltd to prepare a Transport Impact Assessment for the proposed development at Lot 101 Friend Street, Stony Rise.

1.2. Purpose of This Report

The purpose of this report is to identify and assess the potential traffic and transport impacts of the proposed development, and to address the relevant provisions of the *Tasmanian Planning Scheme and Local Provision Schedule – Devonport*.

This report is structured as outlined below:

- **Section 1:** Introduction
- **Section 2:** Assessment of existing transport conditions on the site and key streets surrounding the site
- **Section 3:** A description of the proposed development
- **Section 4:** Assessment of site access arrangements and carpark layout
- **Section 5:** Assessment of parking supply
- **Sections 6-8:** Assessment of the potential traffic and transport impacts of the proposal
- **Section 9:** A review of the proposal against the relevant provisions of the Planning Scheme
- **Section 10:** Conclusions

1.3. References

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

- Plans provided by Leffler Simes Architects
- *Tasmanian Planning Scheme - Devonport*
- *Australian/New Zealand Standard AS/NZS 2890.1, Parking facilities – Part 1: Off-street car parking, 2004*
- National Construction Code (NCC) 2022
- Transport for NSW, *Guide to Transport Impact Assessment, 2024*

2. Existing Conditions

2.1. Subject site

The site is located at the western side of Friend Street, located south of the Devonport Homemaker Centre. It is designated 'Lot 101' and comprises two properties addressed as 2 Gadsby Street and 12 Gadsby Street in Stony Rise. Access to the site is provided via Gadsby Street, connecting to the Friend Street roundabout intersection to the east.

The site is located in close proximity to a supermarket shopping centre development that has been recently approved at 5 Friend Street. One of the conditions of the recently approved development is to construct traffic signals at the existing intersection of Stony Rise Road and Friend Street.

An aerial view of the site for context is shown in Figure 2-1.

Figure 2-1: Aerial View of the Subject Site



Source: LISTMap (available: maps.thelist.tas.gov.au)

The subject site is located within the Commercial Zone and is within an area of land designated under the Devonport Regional Homemaker Centre Specific Area Plan under the *Tasmanian Planning Scheme – Devonport*. The land use zone in the immediate vicinity of the is predominantly Commercial Zone and General Residential Zone.

2.2. Road network

For the purpose of this assessment, the relevant road network is shown in Figure 2-2.

Figure 2-2: Relevant Road Network in the Vicinity of the Site



Source: LISTMap © State of Tasmania (maps.thelist.tas.gov.au)

Gadsby Street

Gadsby Street is a Council-managed local road forming the western leg of the southern Friend Street roundabout. A review of the most recent aerial imagery indicates that Gadsby Street is not yet fully constructed, however, it appears to extend into two cul-de-sacs providing access to future residential lots, as well as direct access to the subject site.

Gadsby Street has a sealed carriageway width of approximately 8 metres, accommodating two-way traffic movements. A default 50 km/h speed limit applies, with constructed footpaths provided on both sides of the road.

Friend Street

Friend Street is a Council-managed road that provides the primary access to the Devonport Homemaker Centre shopping precinct and the subject site. It also connects the Bass Highway westbound off-ramp to the north with Stony Rise Road to the south.

Friend Street operates as a two-way, two-lane road south of the main Homemaker Centre roundabout, which intersects with the Bass Highway off-ramp. Further south, a second roundabout provides connections to Gadsby Street on the western leg and a private access road serving the approved retail development at 5 Friend Street on the eastern leg.

A default speed limit of 50km/h applies to Friend Street.

Project
Lot 101 Friend Street, Stony Rise

Prepared for
Fairbrother Pty Ltd

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Figure 2-3: Crash Collection Area

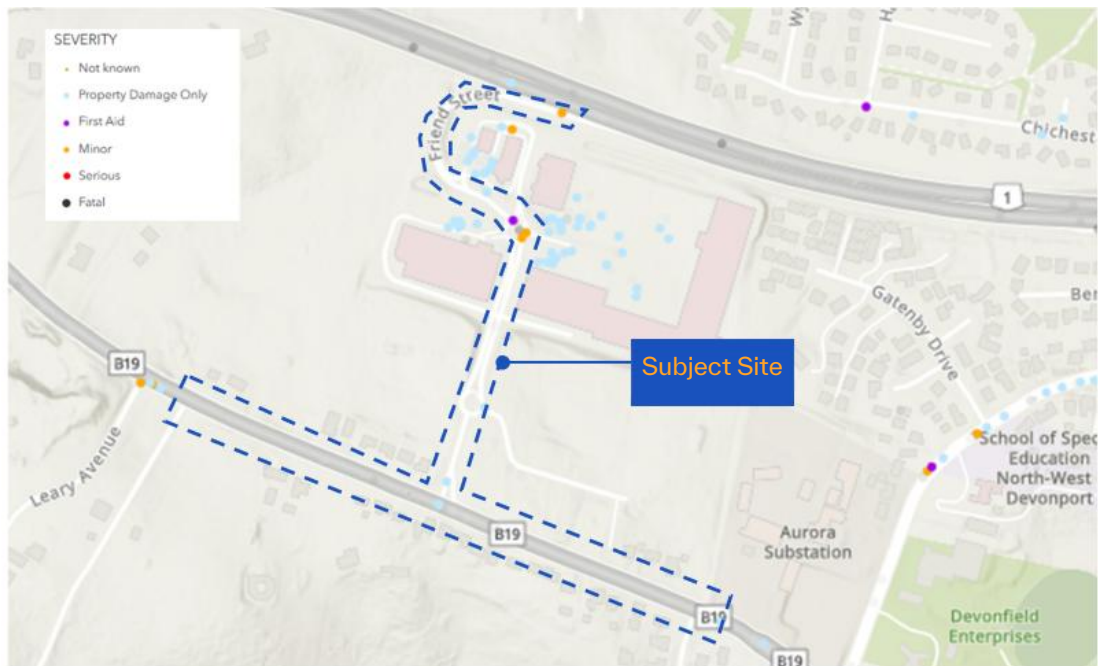


Table 2-1: Crash History (October 2020 to September 2025)

Location	Number of crashes		Crash type
	Total	Casualty	
Midblock			
Friend Street	2	0	Vehicles in same lane/ rear end, other same direction
Bass Highway Homemaker Centre off-ramp	1	0	Animal (not ridden)
Stony Rise Road	1	0	Vehicles in same lane/ rear end
Intersection			
Friend Street/ Stony Rise Road	1	0	Vehicles in same lane/ left rear
Friend Street/ Access Road	1	0	Vehicles in same lane/ rear end
Main Homemaker Centre Roundabout	3	0	(2) Cross traffic, (1) out of control carriageway

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Date
11 December 2025

Planning

Transport

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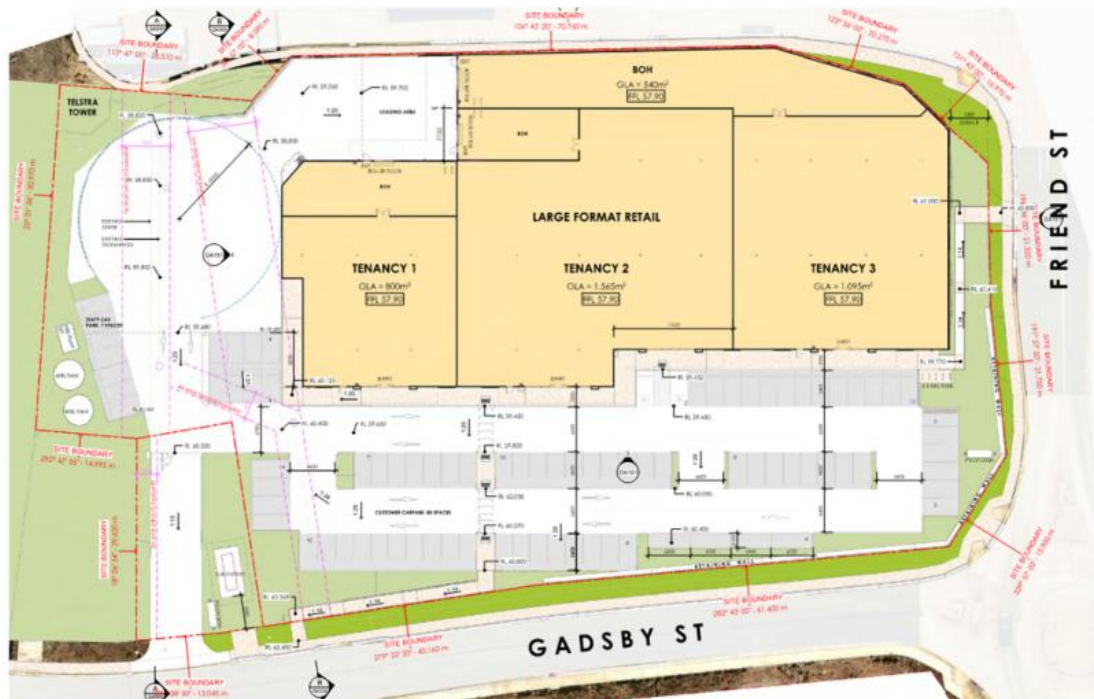
Transport Impact Assessment

Proposed Bulky Goods Retail Development

Lot 101 Friend Street, Stony Rise

ratio:

Figure 3-1: Proposed Site Plan



Source: Proposed Site Plan (Dwg No. DA020, Rev. P5, prepared by Leffler Simes Architects)

4. Site Access and Carpark Layout

4.1. Access Arrangements

Clause DEV-S1.7.3 of the Devonport Local Planning Scheme is in substitution for the Parking and Sustainable Transport Code – Clause C2.6.3, which states:

“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.

A2 All vehicular access is to be via an existing vehicle crossing.”

The site access location is indicated in Figure 4-1.

Figure 4-1: Proposed Site Access



A single-width crossover is currently provided along the site’s southern frontage on Gadsby Street, as indicated in Figure 4-1 above. The proposal is to retain a single access point along Gadsby Street and relocates it slightly to the west to provide a double-width crossover, which will facilitate improved vehicle movements. The existing crossover would be retained to provide occasional servicing access to the sub-station located on the site.

Given that the existing vehicle crossing on Gadsby Street is being amended, the proposal relies on the performance criteria which are as follows:

“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.”

The proposed amendments to the access point are necessary to accommodate the level of traffic generated by the proposed development, as well as heavy vehicle movements accessing the loading dock.

The proposed access width approximately of 7.6 metres satisfies the relevant requirements of the Australian Standards, and swept path assessment provided in Appendix A demonstrates suitable access for delivery trucks.

On the above basis, the proposed access arrangement is considered appropriate and complies with performance criteria.

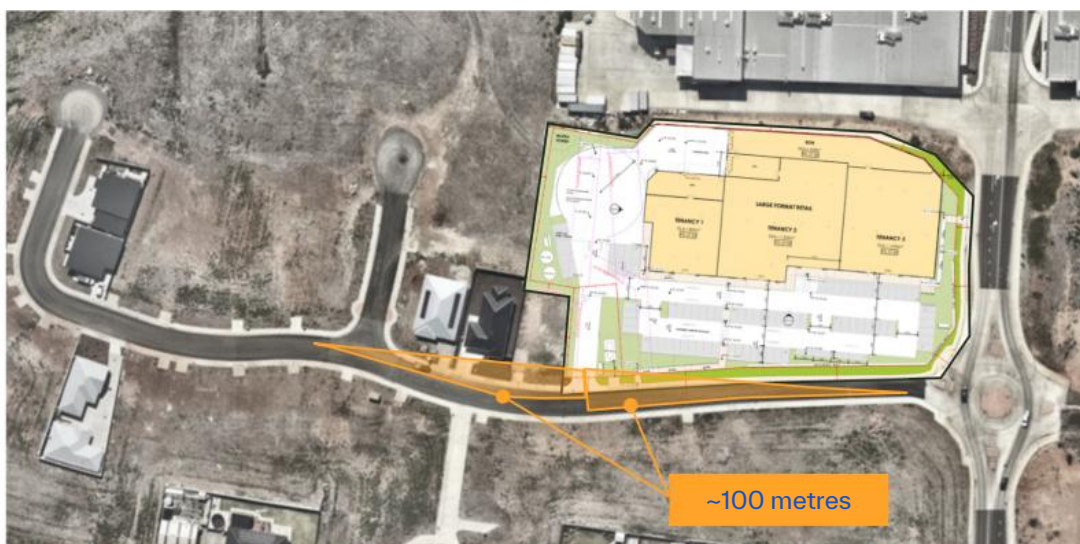
4.2. Available Sight Distance

The available sight distance at the proposed site access point has been assessed against the Safe Intersection Sight Distance guidelines set out in the Austroads publication, *Guide to Road Design – Part 4A: Unsignalised and Signalised Intersections (2023)*.

Safe Intersection Sight Distance is measured from approaching vehicles on the major road to a point 7 metres back from the conflict point (5 metres minimum) and increases based on the design speed. For 50km/h, which is the speed limit on Gadsby Street, the normal requirement is 97 metres.

The sight distance at the access point is demonstrate in Figure 4-2.

Figure 4-2: Sight Distance Assessment



Based on the above sight distance triangle, there is sufficient sight distance at the proposed access point, with at least 100 metres of available sight distance, in accordance with the Austroads guidelines, for a prevailing vehicle speed of 50km/h. It is noted that the available sight distance also exceeds the minimum sight distance requirements for:

- Carpark access: 45 metres as set out in AS/NZS 2890.1, and
- Truck access: 69 metres as set out in AS 2890.2.

4.3. Pedestrian Access and Layout

Clause C2.6.5-A1.1 & A1.2 of the Planning Scheme state:

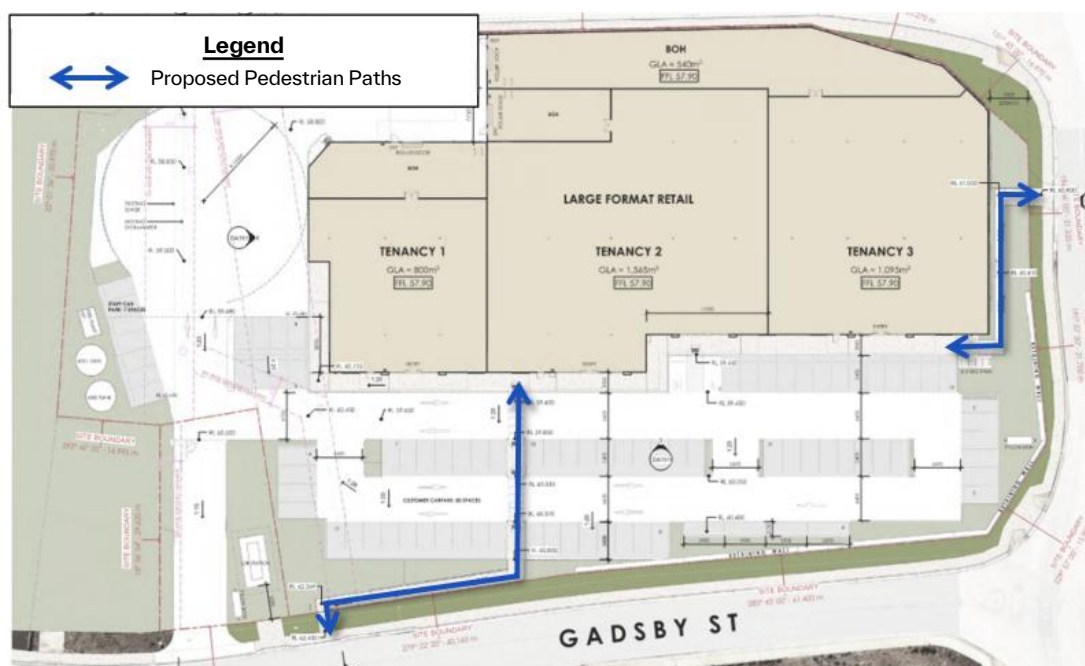
“A1.1 Uses that require 10 or more car parking spaces must:

- (a) have a 1m 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.”

Pedestrian movement through the surrounding area is facilitated by footpaths along Gadsby Street and Friend Street, as well as a footpath through the site as shown in Figure 4-3. The footpath provides appropriate separation to the access way and parking aisles and will be signposted and line-marked at the crossing point. Accordingly, the proposal is considered to satisfy the acceptable solutions of Clause C2.6.5-A1.1 and A1.2 of the Planning Scheme.

Figure 4-3: Proposed Pedestrian Access Network



4.4. Construction of Parking Area

Clause C2.6.1-A1 of the Planning Scheme states:

- “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, 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.”*

The proposed parking area is expected to be surfaced with asphalt or similar all-weather pavement surface, consistent with normal car park construction throughout the Devonport Homemaker Centre. This is considered appropriate for the intended use and therefore complies with Clause C2.6.1-A1 of the Planning Scheme.

4.5. Design and Layout of Parking Areas

Clause C2.6.2-A1.1 of the Planning Scheme states that:

“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 2.1m 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.”*

The proposed development is expected to generate a mix of employee and visitor/patron parking demand, with the majority of spaces required for visitors. Accordingly, the development is classified as a mix of User Class 1A (employees) and User Class 3A (visitors/customers), reflecting a short-term, high-turnover parking environment similar to that of a shopping centre under AS/NZS 2890.1.

The proposed car park incorporates predominantly 90-degree angle parking, with a small supply of four parallel parking spaces. Dimensional requirements are provided in Table 4-1 below.

Table 4-1: AS/NZS 2890/1 – Car Parking Dimensional Requirements

Dimensions	User Class 1A	User Class 3A	Parallel Space
Parking width	2.4 metres	2.6 metres	2.1 metres
Parking length	5.4 metres	5.4 metres	5.9 metres (middle space), 6.2 metres (obstructed end space)
Aisle width	5.8 metres	6.6 metres	3.6 metres (one-way)

All proposed parking spaces have been designed in accordance with the relevant requirements. Specifically, the 90-degree parking spaces are designed with a minimum accessway width of 6.6 metres for two-way aisles, and minimum parking dimensions of 2.6 metres in width and 5.4 metres in length.

The proposed parallel parking spaces also comply with the minimum required dimensions for both standard spaces (5.9 metres) and obstructed end spaces (6.2 metres). Overall, the site layout is generally level and in accordance with the standard.

The proposed site access point would be classified as a Category 2 access driveway given that it provides access to 87 car parking spaces and is located on a local road. The combined width requirement for a Category 2 access is 6.0 to 9.0 metres. The proposed access width of 7.6 metres falls within this range.

Gradients within the car parking area do not exceed 1:20 (or 5%). The access driveway has a proposed gradient of 1:15 (6.7%) and complies with the requirements of the standards.

Based on the above assessment, the proposed car park is considered to comply with the acceptable solutions of Clause C2.6.2A1.1(b) through compliance with AS/NZS 2890.1.

Accessible Car Parking

Clause C2.6.2-A1.2 of the Planning Scheme states:

“A1.2 Parking spaces provided for use by persons with a 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.”*

The current version of the Code is the *National Construction Code (NCC) 2022 Volume One – Building Code of Australia Class 2 to 9 buildings*. The proposed bulky goods retail is classified as a Class 6 building, which has a requirement to provide 1 space for every 50 car parking spaces or part thereof under as set out in Part D4 of the NCC.

Based on a total provision of 87 car parking spaces, the development would therefore require the provision of two (2) accessible car parking spaces.

The proposed development includes two (2) accessible car parking spaces, each with compliant dimensions and an adjacent shared area, conveniently located close to the main building entry and has been designed in accordance with the dimensional requirements as specified in AS/NZS 2890.6.

Accordingly, the above satisfies the requirements of the NCC and therefore the proposed development complies with the acceptable solution of Clause C2.6.2-A1.2.

4.6. Loading Vehicles

Loading Bays

Clause C2.5.4 of the Planning Scheme states:

“A1 A loading bay must be provided for uses with a floor area of more than 1,000m² in a single occupancy”

All proposed parking spaces have been designed in accordance with the relevant requirements. Specifically, the 90-degree parking spaces are designed with a minimum accessway width of 6.6 metres for two-way aisles, and minimum parking dimensions of 2.6 metres in width and 5.4 metres in length.

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Loading Bays

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“A1 A loading bay must be provided for uses with a floor area of more than 1,000m² in a single occupancy”

6. Traffic Volume Forecasts

6.1. Existing Surveys

Traffic surveys were conducted at the existing intersection of Friend Street and Stony Rise Road on Friday 19th September 2025, between 7:30-9:30 am and 3:00-6:00 pm, and on Saturday 20th September, between 10:00 am-3:00 pm.

The peak hours were as follows:

- Friday morning peak 8:15-9:15 am
- Friday evening peak 3:00-4:00 pm
- Saturday peak 12:30-1:30 pm

Existing traffic volumes are provided in Figure 6-1.

Figure 6-1: Existing Traffic Volumes (2025)



6.2. Background Traffic Growth

Background traffic growth rates have been adopted as follows:

- Stony Rise Road 2.0% p.a.
- Friend Street 0.5% p.a.

The resulting baseline traffic volumes for 10-years post-opening (2036) are provided in Figure 6-2.

Figure 6-2: Baseline Traffic Volumes (2036)



6.3. Proposed Development

The proposed bulky goods retail at Lot 101 Friend Street comprises three large format retail tenancies having a total floor area of 3,460 m².

The most recent and comprehensive survey-based source for traffic generation rates in Australia is the *Transport for NSW, Guide to Transport Impact Assessment* (GTIA, 2024).

The GTIA provides traffic generation rates for bulky goods retail developments located within a typical regional area, as follows:

— Bulky goods retail (vehicle trips/ hour/ 100m² GLFA)

- Weekday site peak: 2.92
- Weekday PM peak: 1.51
- Weekend site peak: 3.94

Note that traffic generation rates for the AM peak are not provided due to operating hours of most bulky goods stores opening after the morning commuter peak period. On this basis, 10% of the site peak rate has been assumed.

Application to above GTIA traffic generation rates and above assumptions will result in the following traffic generation for the proposed 3,460 m² Bulky good retail

- AM Peak : 10 vph
- PM Peak : 52 vph
- Saturday Peak : 136 vph

Approximately 70% of the above traffic volumes are expected to utilise the Stony Rise Road / Friend Street intersection, with the remaining 30% being local trips internal to the Devonport Homemaker Centre (including linked and multi-purpose trips).

The distribution of external trips is assumed to be as follows:

- Entering (50%)
 - 20% from Bass Highway
 - 40% from Stony Rise Road (west)
 - 40% from Stony Rise Road (east)
- Exiting (50%)
 - 50% to Stony Rise Road (west)
 - 50% to Stony Rise Road (east)

6.4. Approved Developments

Supermarket Shopping Centre

The approved retail development at 5 Friend Street comprises a supermarket and various tenancies. This development has previously been assessed by Ratio Consultants and is estimated to have the following total traffic generation:

- AM Peak 504 vph
- PM Peak 849 vph
- Saturday Peak 927 vph

Based on the previous reporting, around 47.5% of the above traffic volumes would utilise the intersection at Stony Rise Road / Friend Street, with the remaining 52.5% being split between internal trips (~25%), Bass Highway inbound trips (~2.5%) and the left-in/left-out access on Stony Rise Road (~25%).

Residential

There is an approved residential subdivision on the western side of Friend Street, accessed via Gadsby Street. As of early 2025, around four dwellings out of 76 total lots have been developed (and are included in existing traffic counts), with the remaining 72 lots yet to be constructed.

Based on the Traffic Impact Assessment prepared by pitt&sherry for this residential development, the estimated total traffic due to the 76 lots is as follows:

- Weekday AM peak hour 70 vehicle trips per hour
 - 20% inbound / 80% outbound
- Weekday PM peak hour 67 vehicle trips per hour
 - 70% inbound / 30% outbound

Around 90% of traffic associated with the approved residential development is expected to use the intersection of Stony Rise Road / Friend Street.

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7. Intersection Modelling

7.1. Preamble

Intersection modelling has been undertaken using SIDRA Intersection Version 10 modelling software. The following outputs are reported:

- Degree of Saturation (DOS) is the ratio of the traffic volume to the capacity. A signalised intersection operating under SCATS aims to target a maximum DOS of 0.9 when calculating cycle and phase times.
- Average Delay is the expected delay experienced by vehicles undertaking a particular movement at the intersection, measured in seconds.
- Level of Service (LOS) is a qualitative measure of intersection performance described in six levels with Level of Service A (LOS A) representing effectively free flow conditions, and Level of Service F (LOS F) representing oversaturation. The typical target LOS is LOS D.
- 95th percentile queue length is the queue length not exceeded in 95% of all cycles at the end of the red phase. Queue length is measured in metres.

The following scenarios have been modelled:

- **Scenario 1:** Opening year condition in 2026 for the proposed development, prior to the completion of the retail development (5 Friend Street) and the signalisation of the intersection at the Friend Street/ Stony Rise Road.
- **Scenario 2:** Opening year condition in 2026, inclusive of the proposed development, the retail development (5 Friend Street) and the signalised intersection.
- **Scenario 3:** Future conditions in 2036, 10 years post-opening, inclusive of the proposed development, approved retail to the east and residential developments to the west.

The inclusions in each scenario are summarised in Table 7-1.

Table 7-1: Traffic Modelling Scenario Inclusions

Scenario	Signalised Intersection	2026 Traffic Volumes	Growth to 2036	Residential	Retail (5 Friend St)	Proposed Site (Lot 101 Friend St)
1		✓				✓
2	✓	✓			✓	✓
3	✓	✓	✓	✓	✓	✓

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ratio: 23997T-REP01-F02 Lot 101 Friend Street, Stony Rise



Project
Lot 101 Friend Street, Stony Rise

Prepared for
Fairbrother Pty Ltd

Our reference
23997T-REP01

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Version	Date	Issue	Prepared by	Checked by
F01	30/10/2025	Final Report	R. Tan	M. Petrusma
F02	11/12/2025	Final Report	R. Tan	M. Petrusma

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7.3. Scenario 2 – 2026 Opening Year (Post-Signalisation)

The model inputs for Scenario 2 are presented in Figure 7-3 and Figure 7-4 below.

Figure 7-3: Scenario 2 Traffic Volumes (2026)

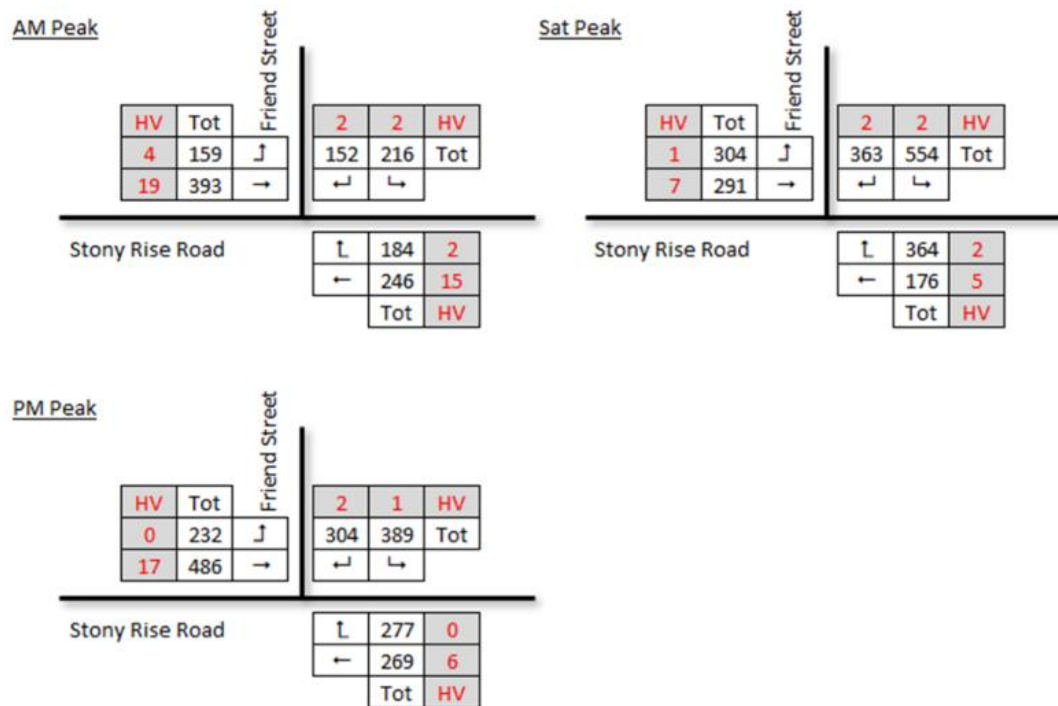
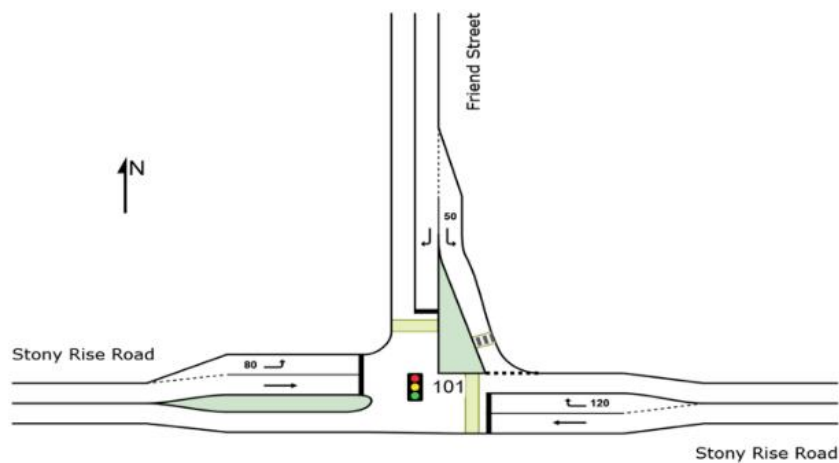


Figure 7-4: Scenario 2 Modelled Intersection Layout



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Lot 101 Friend Street, Stony Rise

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Version	Date	Issue	Prepared by	Checked by
F01	30/10/2025	Final Report	R. Tan	M. Petrusma
F02	11/12/2025	Final Report	R. Tan	M. Petrusma

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7.4. Scenario 3 – 10-Years Post-Opening (2036)

The model traffic volumes inputs for Scenario 3 is shown in Figure 7-5, based on the same intersection layout and input phasing as Scenario 2, shown in Figure 7-2 above.

Figure 7-5: Scenario 3 Traffic Volumes (2036)



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Lot 101 Friend Street, Stony Rise

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Version	Date	Issue	Prepared by	Checked by
F01	30/10/2025	Final Report	R. Tan	M. Petrusma
F02	11/12/2025	Final Report	R. Tan	M. Petrusma

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Client
Fairbrother Pty Ltd

Date
11 December 2025

Planning

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Transport Impact Assessment

Proposed Bulky Goods Retail Development

Lot 101 Friend Street, Stony Rise

ratio:

1. Introduction

1.1. Background

Ratio Consultants has been engaged by Fairbrother Pty Ltd to prepare a Transport Impact Assessment for the proposed development at Lot 101 Friend Street, Stony Rise.

1.2. Purpose of This Report

The purpose of this report is to identify and assess the potential traffic and transport impacts of the proposed development, and to address the relevant provisions of the *Tasmanian Planning Scheme and Local Provision Schedule – Devonport*.

This report is structured as outlined below:

- **Section 1:** Introduction
- **Section 2:** Assessment of existing transport conditions on the site and key streets surrounding the site
- **Section 3:** A description of the proposed development
- **Section 4:** Assessment of site access arrangements and carpark layout
- **Section 5:** Assessment of parking supply
- **Sections 6-8:** Assessment of the potential traffic and transport impacts of the proposal
- **Section 9:** A review of the proposal against the relevant provisions of the Planning Scheme
- **Section 10:** Conclusions

1.3. References

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

- Plans provided by Leffler Simes Architects
- *Tasmanian Planning Scheme - Devonport*
- *Australian/New Zealand Standard AS/NZS 2890.1, Parking facilities – Part 1: Off-street car parking, 2004*
- National Construction Code (NCC) 2022
- Transport for NSW, *Guide to Transport Impact Assessment, 2024*

Project
Lot 101 Friend Street, Stony Rise

Prepared for
Fairbrother Pty Ltd

Our reference
23997T-REP01

Directory path https://ratioconsultants1.sharepoint.com/sites/23997T_vbjh9b/Shared Documents/Work/Reports/23997T-REP01-F02.docx

Version	Date	Issue	Prepared by	Checked by
F01	30/10/2025	Final Report	R. Tan	M. Petrusma
F02	11/12/2025	Final Report	R. Tan	M. Petrusma

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Acknowledgement of Country

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

All proposed parking spaces have been designed in accordance with the relevant requirements. Specifically, the 90-degree parking spaces are designed with a minimum accessway width of 6.6 metres for two-way aisles, and minimum parking dimensions of 2.6 metres in width and 5.4 metres in length.

The proposed parallel parking spaces also comply with the minimum required dimensions for both standard spaces (5.9 metres) and obstructed end spaces (6.2 metres). Overall, the site layout is generally level and in accordance with the standard.

The proposed site access point would be classified as a Category 2 access driveway given that it provides access to 87 car parking spaces and is located on a local road. The combined width requirement for a Category 2 access is 6.0 to 9.0 metres. The proposed access width of 7.6 metres falls within this range.

Gradients within the car parking area do not exceed 1:20 (or 5%). The access driveway has a proposed gradient of 1:15 (6.7%) and complies with the requirements of the standards.

Based on the above assessment, the proposed car park is considered to comply with the acceptable solutions of Clause C2.6.2A1.1(b) through compliance with AS/NZS 2890.1.

Accessible Car Parking

Clause C2.6.2-A1.2 of the Planning Scheme states:

“A1.2 Parking spaces provided for use by persons with a 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.”*

The current version of the Code is the *National Construction Code (NCC) 2022 Volume One – Building Code of Australia Class 2 to 9 buildings*. The proposed bulky goods retail is classified as a Class 6 building, which has a requirement to provide 1 space for every 50 car parking spaces or part thereof under as set out in Part D4 of the NCC.

Based on a total provision of 87 car parking spaces, the development would therefore require the provision of two (2) accessible car parking spaces.

The proposed development includes two (2) accessible car parking spaces, each with compliant dimensions and an adjacent shared area, conveniently located close to the main building entry and has been designed in accordance with the dimensional requirements as specified in AS/NZS 2890.6.

Accordingly, the above satisfies the requirements of the NCC and therefore the proposed development complies with the acceptable solution of Clause C2.6.2-A1.2.

4.6. Loading Vehicles

Loading Bays

Clause C2.5.4 of the Planning Scheme states:

“A1 A loading bay must be provided for uses with a floor area of more than 1,000m² in a single occupancy”

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10. Conclusion

This Transport Impact Assessment report has been prepared to assess the potential traffic and transport related impacts for proposed bulky goods retail development at Lot 101 Friend Street in Stony Rise.

The key findings are as follows:

- The proposed development provides 87 car parking spaces, in excess of the statutory requirement of 69 spaces.
- 8 bicycle parking spaces are provided, in compliance with the Planning Scheme requirement.
- The proposed car park layout has been designed in accordance with the relevant Australian Standards.
- Travel to the site by alternative means (walking and by public transport) is reasonably well supported by proposed on site facilities and the external transport network.
- There is sufficient sight distance at the proposed access point for the prevailing vehicle speeds on Gadsby Street.
- The proposed development is expected attract up to 136 vehicle movements per hour during the site peak period via the Gadsby Street Site and onto the wider road network on Stony Rise Road.
- Traffic modelling indicates that the intersection of Stony Rise Road and Friend Street can accommodate the increased traffic due to the proposed development in its current form (2026) and in its future signalised form (2036).

Based on the findings of this report, the proposed development is supported on traffic and transport grounds.

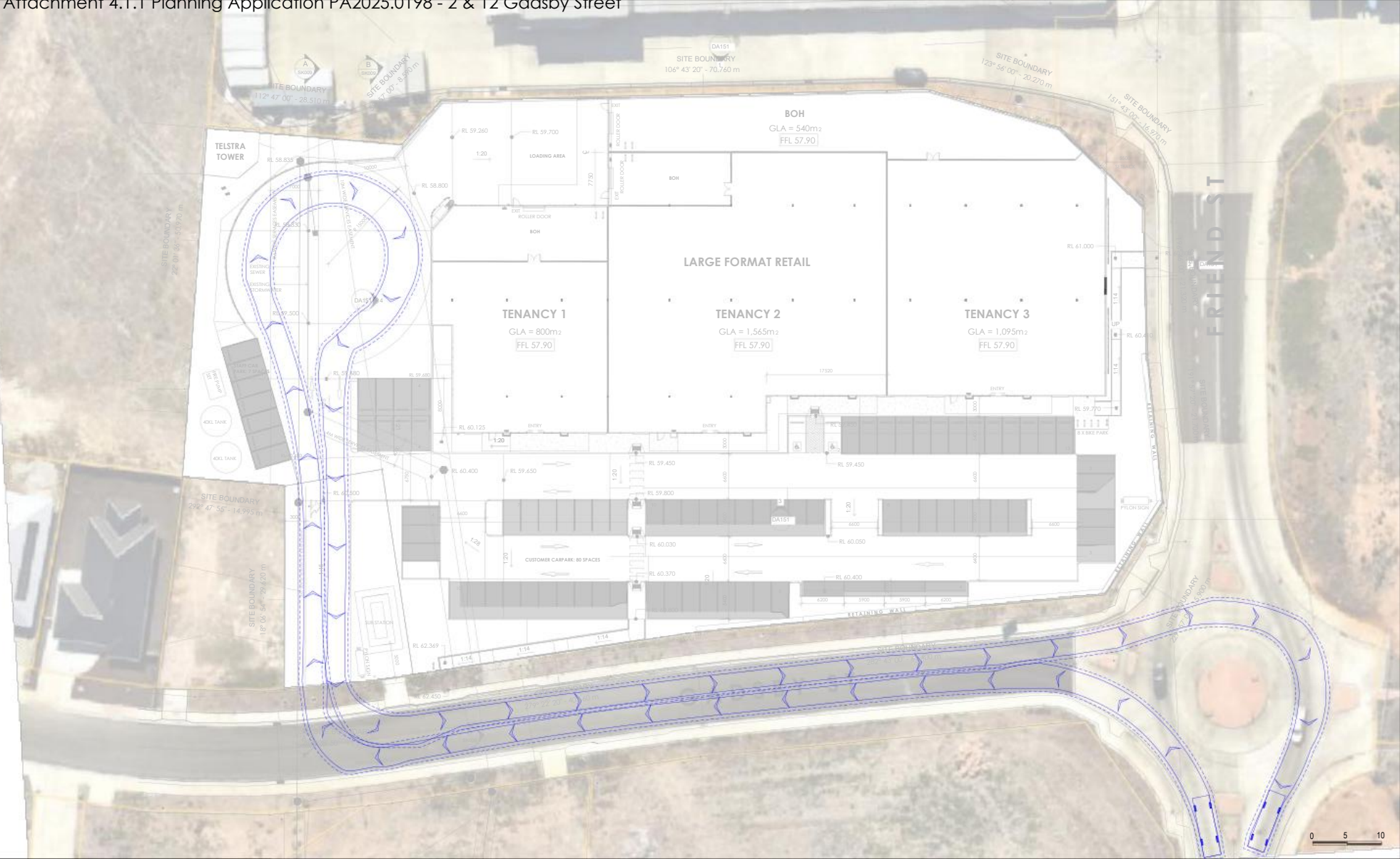
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CREAMHIRE, VICTORIA 3121
TELEPHONE 039409 3111
FACSIMILE 039409 3112

MRV - Medium Rigid Vehicle (AS/NZS2890.2:2002)

VEHICLE ENVELOPE (FORWARD)
500mm CLEARANCE (FORWARD)
VEHICLE ENVELOPE (REVERSE)
500mm CLEARANCE (REVERSE)

Proposed Development
Lot 101 - 1 Friend Street, Stony Rise
Swept Path Assessment

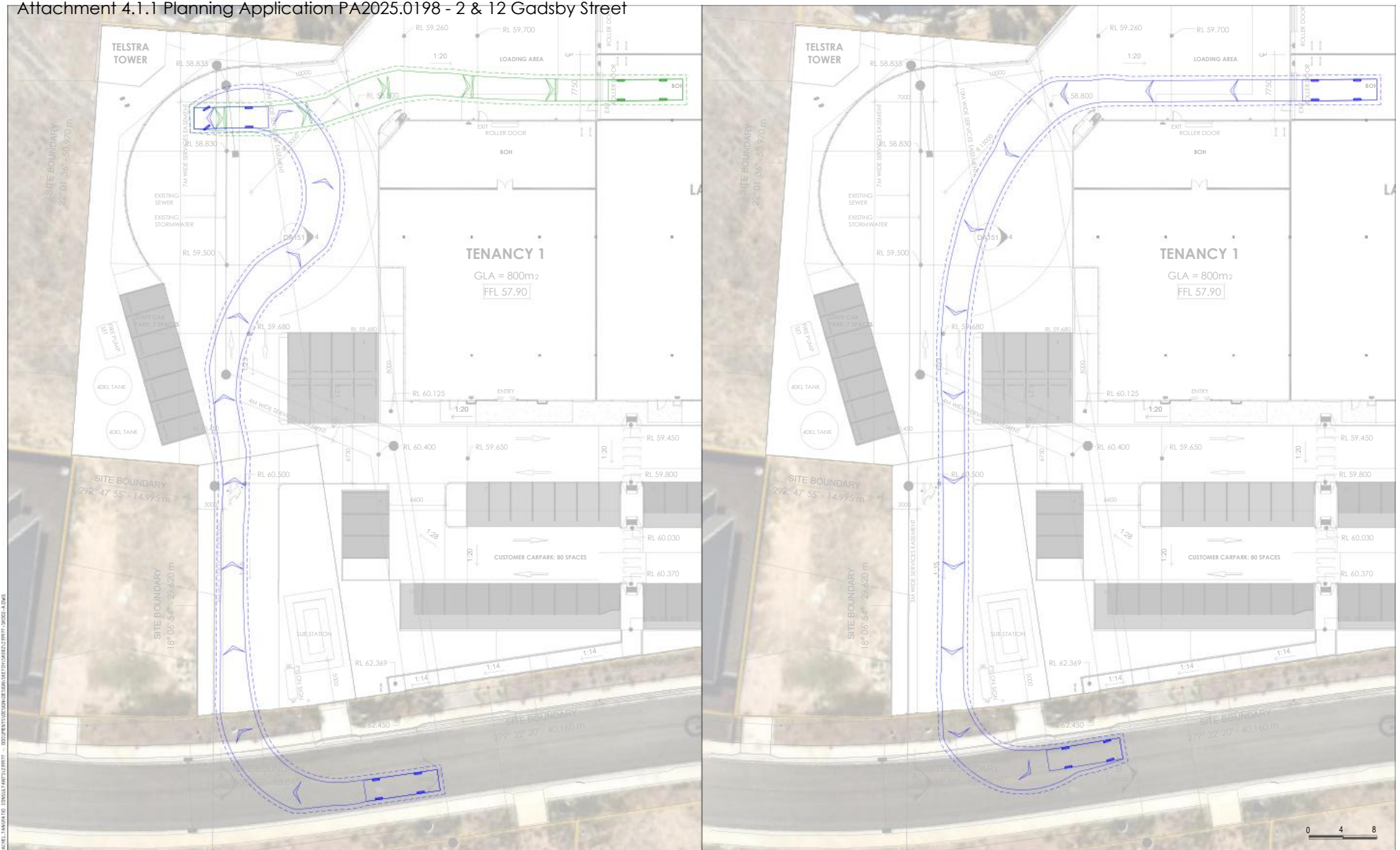
NOTE:
1) Base Plan Supplied By Laffer Simas Architects
2) Maximum Design Speed 10km/h

RATIO REFERENCE 239977-SK002-A	SHEET No. 1 of 4	PREPARED BY R.T.	SCALE 1:500 @ A3	DATE 9/12/2025
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Agenda - COUNCIL MEETING - 22 JUNE 2026 ATTACHMENTS

PAGE 114

Attachment 4.1.1 Planning Application PA2025.0198 - 2 & 12 Gadsby Street



ratio:

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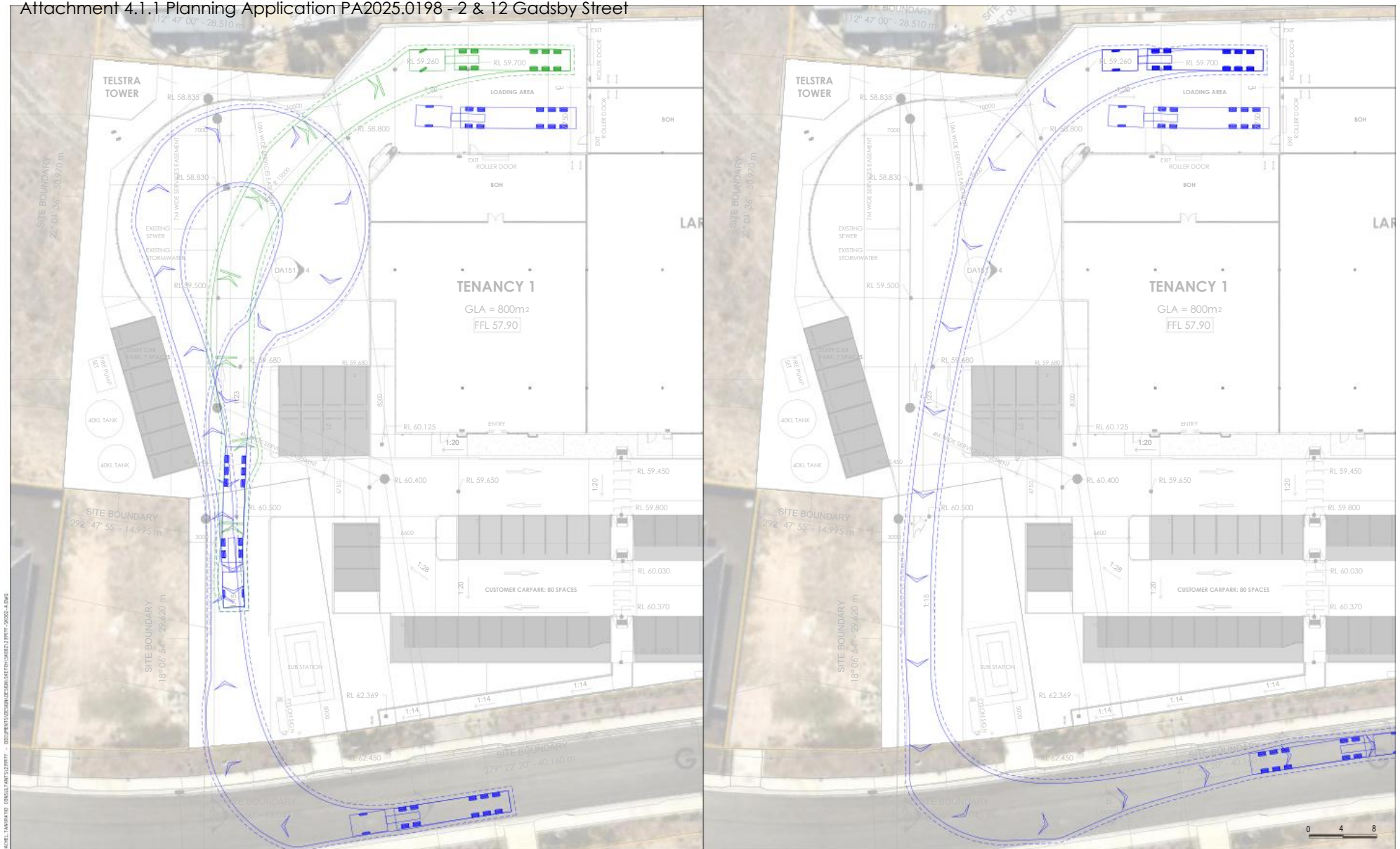
MRV - Medium Rigid Vehicle (AS/NZS 2890.2:2002)

Overall Length: 8.800m
Overall Width: 2.500m
Lock-to-Lock Time: 4.00 sec
Curb to Curb Turning Radius: 10.000m

Proposed Development
Lot 101 - 1 Friend Street, Stony Rise
Swept Path Assessment

NOTE:
1) Base Plan Supplied By Laffer Simas Architects
2) Maximum Design Speed 10km/h

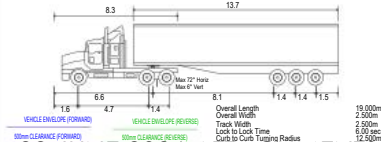
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AV - Articulated Vehicle (AS2890.2:2002)



Proposed Development Lot 101 - 1 Friend Street, Stony Rise Swept Path Assessment

NOTE:

- 1) Base Plan Supplied By Laffer Simas Architects
- 2) Maximum Design Speed 10km/h

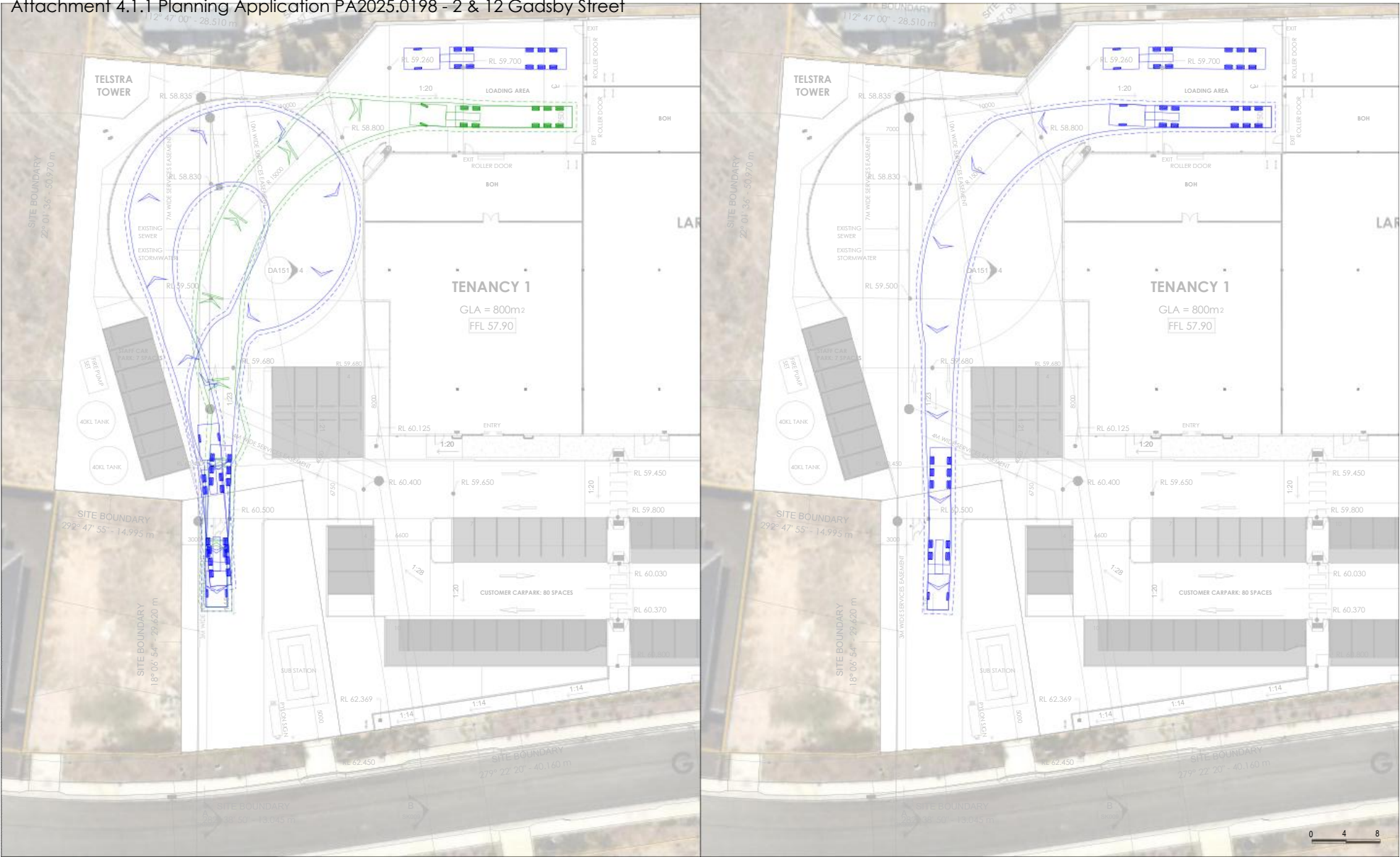
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3 of 4

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R.T.

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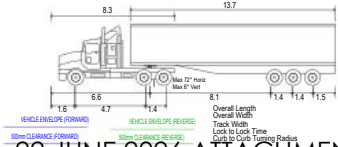
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AV - Articulated Vehicle (AS2890.2:2002)



utb
Lot 101 - 1 Friend Street, Stony Rise
Swept Path Assessment

NOTE:
1) Base Plan Supplied By Laffer Simas Architects
2) Maximum Design Speed 10km/h

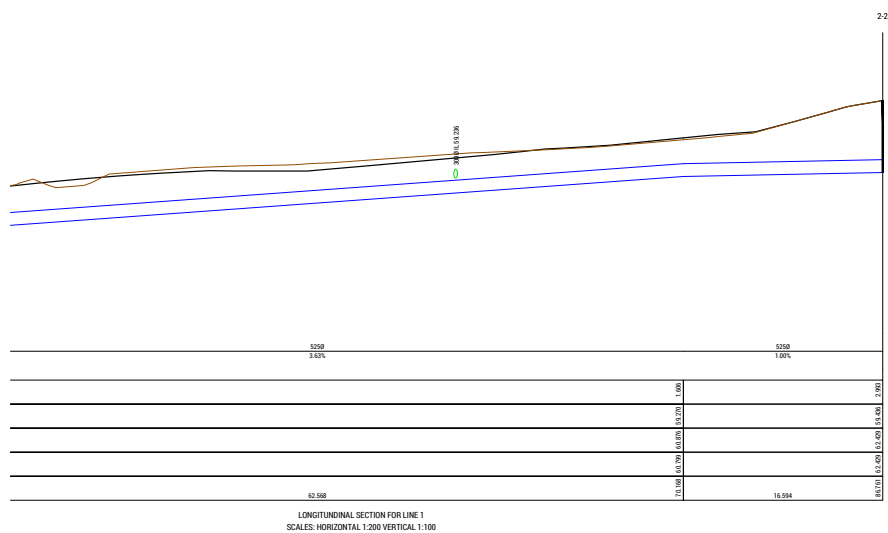
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239977-SK002-A

SHEET No.
4 of 4

PREPARED BY
R.T.

SCALE
1:400 @ A3

DATE
19/12/2025



CLIENT / ARCHITECT:
FAIRBROTHER

PROJECT DETAILS:
**HOMEMAKERS CENTER
2 GADSBY STREET, DEVONPORT**

PROJECT No:
251032

DISCIPLINE:
CIVIL

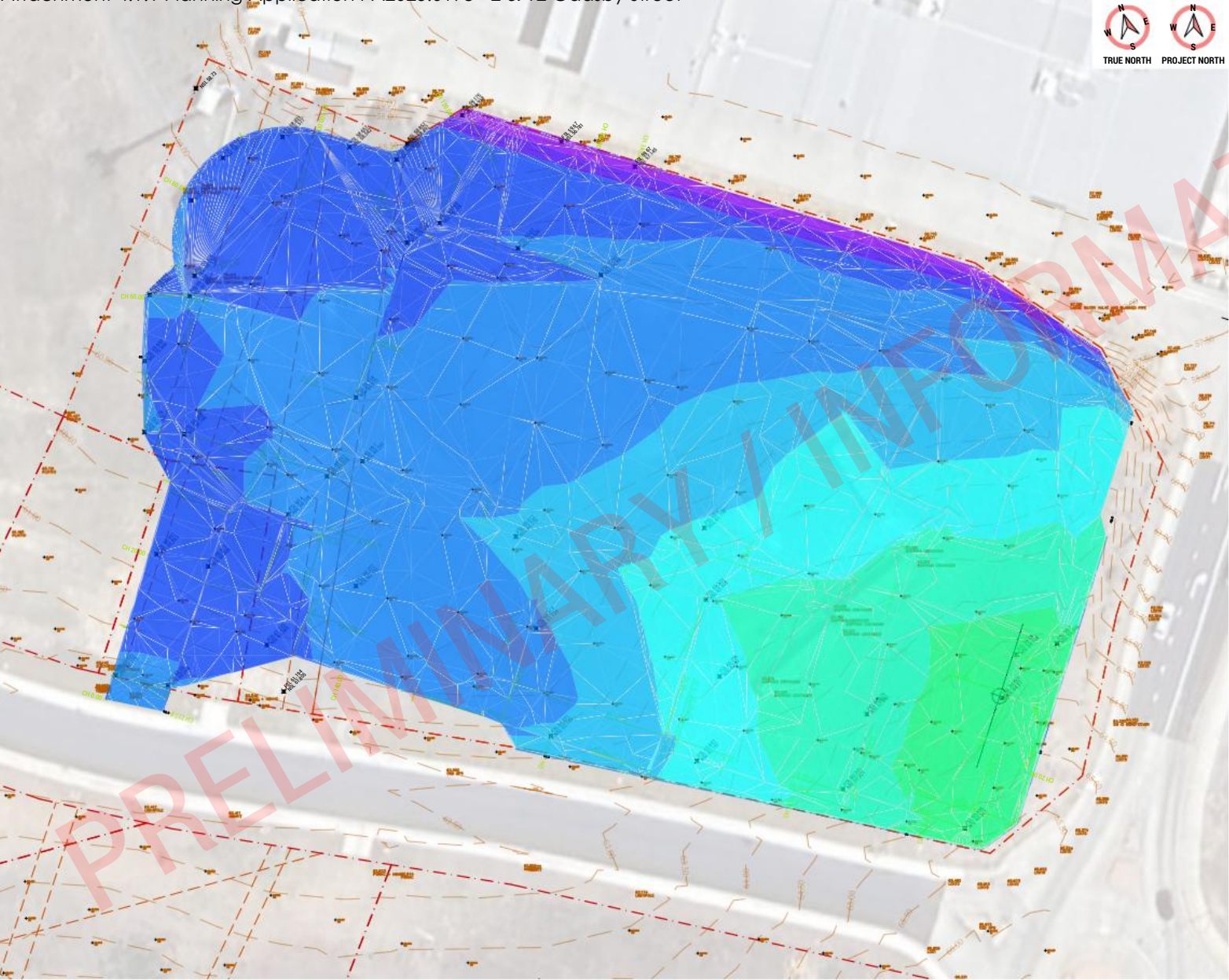
DRAWINGS:

- COV - COVER SHEET
- C001 - CIVIL NOTES
- C100 - EXISTING SITE / DEMOLITION PLAN
- C301 - BULK EARTHWORKS PLAN
- C401 - INFRASTRUCTURE PLAN
- C411 - SEWER & STORMWATER LONGITUDINAL SECTIONS
- C421 - BULK WATER MAIN LONGITUDINAL SECTION
- C501 - CIVIL WORKS PLAN
- C511 - CIVIL LEVELS PLAN
- C521 - CIVIL LONGITUDINAL SECTIONS SHEET 1
- C522 - CIVIL LONGITUDINAL SECTIONS SHEET 2
- C523 - CIVIL LONGITUDINAL SECTIONS SHEET 3
- C801 - CIVIL SECTIONS AND DETAILS SHEET 1
- C802 - CIVIL SECTIONS AND DETAILS SHEET 2

F RESPONSE TO TASKWATER RFI		SCP	06-05-26	 COLLECTIVE CONSULTING E: admin@collectiveconsulting.com.au Level 1, 30-34 Palmerston Street Launceston TAS 7250 P (03) 6334 0834 collectiveconsulting.com.au	CLIENT / ARCHITECT: FAIRBROTHER	PROJECT DETAILS: HOMEMAKERS DEVELOPMENT 2 GADSBY STREET DEVONPORT					DRAWING TITLE: COVER SHEET		
E UPDATED 50% DESIGN DEVELOPMENT	SCP	20-03-26											
D DEVELOPMENT APPLICATION	JTA	23-02-26											
C PRICING	SCP	09-12-25											
B INFORMATION/COORDINATION	SCP	14-11-25											
A 50% DESIGN DEVELOPMENT	SCP	23-07-25											
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Agenda - COUNCIL MEETING - 22 JUNE 2026 ATTACHMENTS						DESIGN BY:		DESIGN CHECK:	DRAWN BY:	DRAFT CHECK:	CERTIFIER:		
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E UPDATED 50% DESIGN DEVELOPMENT		SCP	20-03-26																	
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												DRAWING No: C101	REVISION: F							



- BULK EARTHWORKS NOTES:**
1. THE FOLLOWING IS TO BE READ IN CONJUNCTION WITH NOTES ON DRAWING C001.
 2. GENERAL EARTHWORKS MATERIAL AND WORKMANSHIP SHALL COMPLY WITH THE SPECIFICATION, THE CURRENT EDITION OF THE SAA CODE FOR EARTHWORKS, AS3798, THE NZC, SAFE WORK AUSTRALIA CODE OF PRACTICE FOR EXCAVATION WORK, TOGETHER WITH ANY CODES, STANDARDS OR REGULATIONS REFERRED TO THEREIN.
 3. THE CONTRACTOR SHALL KEEP A COPY OF AS3798 AND ANY OTHER REQUIRED CODES, STANDARDS AND REGULATIONS ON SITE.
 4. DISPOSE OF EXCAVATED MATERIAL TO A LICENSED WASTE FACILITY OR APPROVED LAND FILL SITE.

LEVELS TABLE				
NO.	FROM DEPTH	TO DEPTH	COLOR	VOLUME
1	-6.000	-5.000	0.00m	
2	-5.000	-4.000	220.87m	
3	-4.000	-3.000	958.51m	
4	-3.000	-2.000	2015.36m	
5	-2.000	-1.000	3215.13m	
6	-1.000	0.000	5359.58m	
7	0.000	1.000	761.53m	
8	1.000	2.000	187.85m	
9	2.000	3.000	49.56m	
TOTAL CUT				11769m
TOTAL FILL				998m
NET VOLUME CUT				10770m

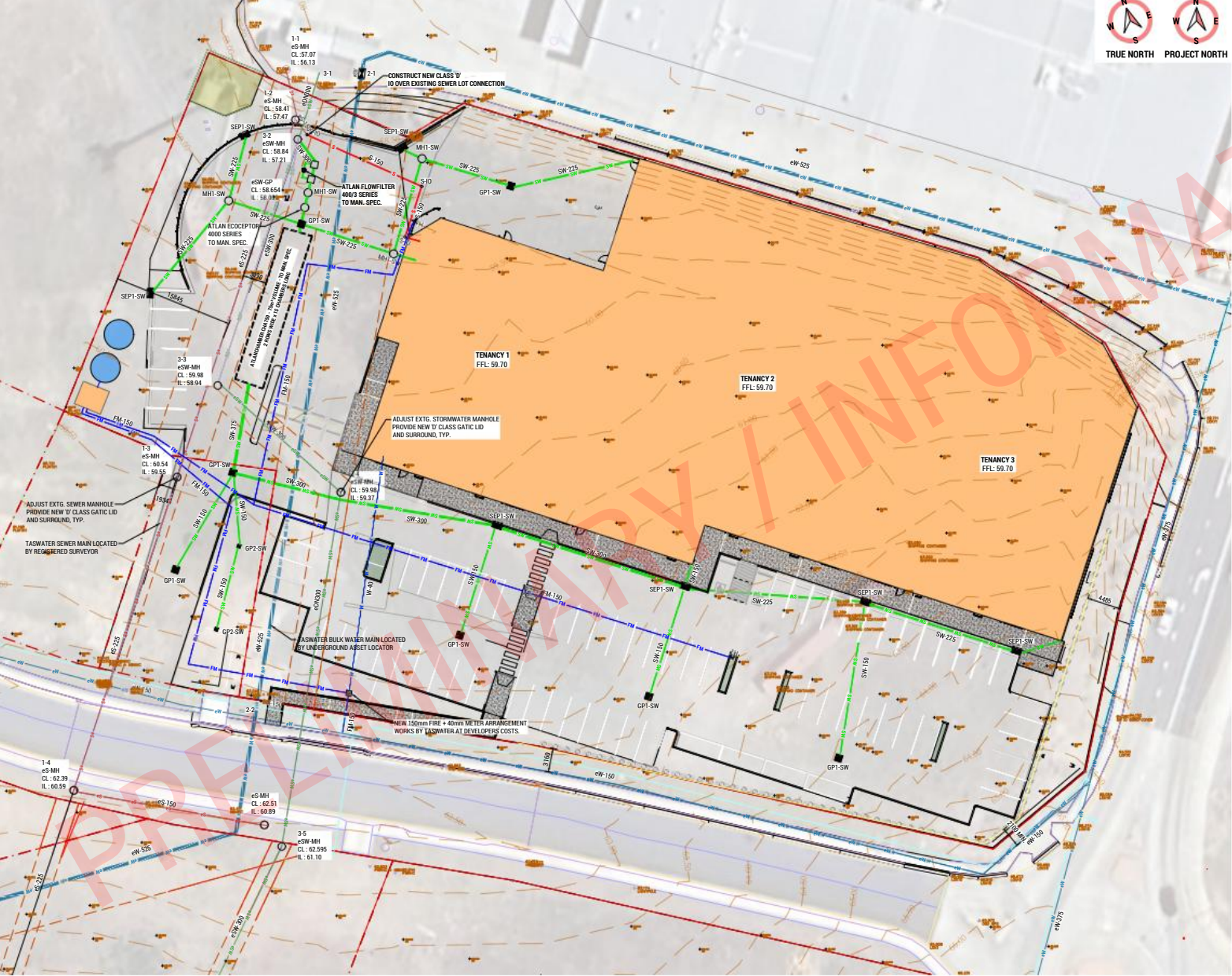
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D DEVELOPMENT APPLICATION		JTA	23-02-26		
C PRICING		SCP	09-12-25		
B INFORMATION/COORDINATION		SCP	14-11-25		
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CLIENT / ARCHITECT: FAIRBROTHER		PROJECT DETAILS: HOMEMAKERS DEVELOPMENT 2 GADSBY STREET DEVONPORT			DRAWING TITLE: BULK EARTHWORKS PLAN	
DESIGN BY: JTA	DESIGN CHECK: -	DRAWN BY: SCP	DRAFT CHECK: -	CERTIFIER: -	SCALE @ A1: 1:250	PROJECT No: 251032
				DRAWING No: C001	REVISION: G	



- INFRASTRUCTURE NOTES:**
1. THE FOLLOWING IS TO BE READ IN CONJUNCTION WITH NOTES ON DRAWING C001.
 2. STORMWATER PIPES SHALL BE INSTALLED WITH MIN. 0.3% GRADE FOR SIZES Ø225 AND ABOVE UNLESS NOTED / SCHEDULED OTHERWISE.
 3. STORMWATER PIPES SHALL BE INSTALLED WITH MIN. 1.0% GRADE FOR PIPE SIZES Ø150 AND BELOW UNLESS NOTED / SCHEDULED OTHERWISE.
 4. SEWER PIPES SHALL BE INSTALLED WITH MIN. 1.0% GRADE FOR PIPE SIZES Ø150 AND ABOVE UNLESS NOTED / SCHEDULED OTHERWISE.
 5. SEWER PIPES SHALL BE INSTALLED WITH MIN. 1.60% GRADE FOR PIPE SIZES Ø100 AND BELOW UNLESS NOTED / SCHEDULED OTHERWISE.
 6. ALL F.W. SIZES SCHEDULED OR NOTED INDICATE INTERNAL DIAMETER.
 7. REFER SECTIONS AND DETAILS FOR PIPE TRENCHING SPES.
 8. WATER LINES SHALL GENERALLY BE LAID ABOVE SEWER PIPES WHEREVER POSSIBLE.
 9. ALL PIPES SHALL BE INSTALLED WITH MIN. 750mm COVER (U.N.G.)

INFRASTRUCTURE LEGEND:

CL	COVER LEVEL
DN	NOMINAL PIPE DIAMETER - INTERNAL DIAMETER (U.N.G.)
DP	DOWNPIPE - AS SCHEDULED
+ / EXTG	EXISTING ITEM / ELEMENT
FN	FIRE HYDRANT - REFER SECTIONS AND DETAILS
FM	FIRE WATER SERVICE LINE / MAIN
FP	FIRE PLUG
GO	GRADED DRAIN - AS SCHEDULED / REFER SECTIONS AND DETAILS
GVP	GRADED / GULLY PIT - AS SCHEDULED / REFER SECTIONS AND DETAILS
GRP	GRADED VEE PIT - AS SCHEDULED / REFER SECTIONS AND DETAILS
GT	GREASE TRAP
HBC	HOSE BIB COCK
HW	HEADWALL - REFER LGAT STANDARD DRAWINGS TSD-SW17-V2 & TSD-SW18-V3
I	INVERT LEVEL
IO	INSPECTION OPENING - FINISHED TO SURFACE LEVEL
M	METER
MH	MANHOLE - AS SCHEDULED / REFER SECTIONS AND DETAILS
ORG	OVERFLOW RELIEF GULLY
OS	OIL SEPARATOR
RL	REDUCED LEVEL
S	SEWER
SEP	SIDE ENTRY PIT - AS SCHEDULED / REFER SECTIONS AND DETAILS
SM	SUB-METER
SV	STOP / SWITCH VALVE
SW	STORMWATER
VD	VEE DRAIN - AS SCHEDULED / REFER SECTIONS AND DETAILS
W	WATER

EXISTING STORMWATER PIPE SCHEDULE

MARK	EXISTING PIPE SIZE	EXISTING PIPE TYPE
eSW-300	DN300	

STORMWATER PIPE SCHEDULE

MARK	PIPE SIZE	TYPE	CLASS	GRADE
SW-150	DN150	PVC		
SW-225	DN225	BLACKMAX		
SW-300	DN300	BLACKMAX		

STORMWATER DRAIN / PIT / MANHOLE SCHEDULE

MARK	SIZE	TYPE	ACCESSORIES
GP1-SW	900X900	PRECAST	GALV D CLASS GRATED LID
GP2-SW	450X450	PRECAST	
MH1-SW	1050	PRECAST	GALV D CLASS LID
SEP1-SW	1200 LINTEL	TYPE 2	IN ACCORDANCE WITH TSD SW08-V3

EXISTING SEWER PIPE SCHEDULE

MARK	EXISTING PIPE SIZE	EXISTING PIPE TYPE
eS-225	DN225	PVC

SEWER PIPE SCHEDULE

MARK	PIPE SIZE	TYPE	CLASS	GRADE
S-150	DN150	PVC	SN8	

SEWER PIT / MANHOLE SCHEDULE

MARK	SIZE	TYPE	ACCESSORIES
IO-S	DN150	PVC	

EXISTING WATER MAIN SCHEDULE

MARK	EXISTING PIPE SIZE	EXISTING PIPE TYPE
eW-150	DN150	PVC-D
eW-375	DN375	AC
eW-525	DN525	MSCL

WATER MAIN SCHEDULE

MARK	PIPE SIZE	TYPE
W-40	ID40 (OD50)	HDPE

FIRE MAIN SCHEDULE

MARK	PIPE SIZE	TYPE
FM-150	ID150 (OD163)	HDPE

REV	ISSUED FOR / DESCRIPTION	BY	DATE
G	RESPONSE TO TASWATER RFI	SCP	06-05-26
F	UPDATED 50% DESIGN DEVELOPMENT	SCP	20-03-26
E	RESPONSE TO TASWATER RFI	JTA	05-03-26
D	DEVELOPMENT APPLICATION	JTA	23-02-26
C	PRICING	JTA	08-12-25
B	INFORMATION COORDINATION	SCP	14-11-25

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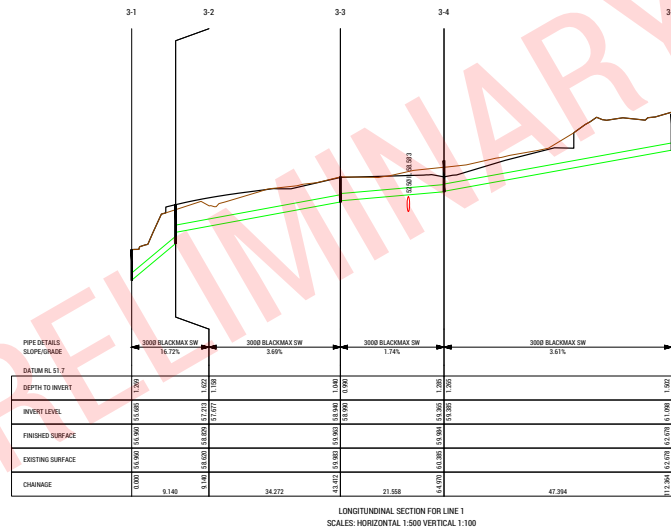
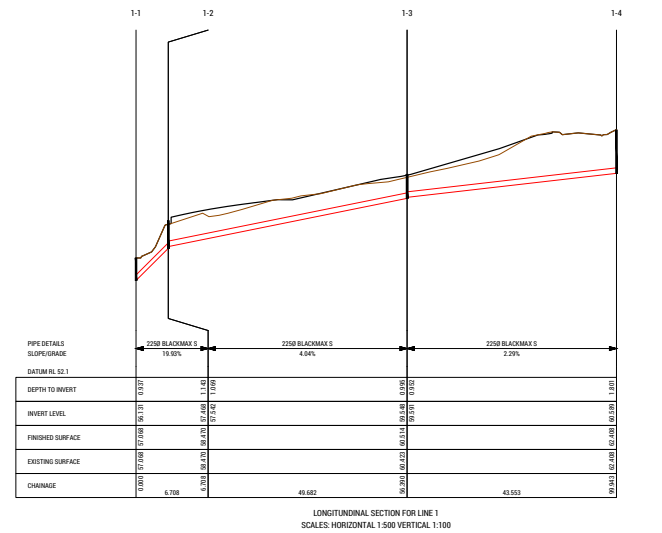
CLIENT / ARCHITECT:
FAIRBROTHER

PROJECT DETAILS:
**HOMEMAKERS DEVELOPMENT
2 GADSBY STREET
DEVONPORT**

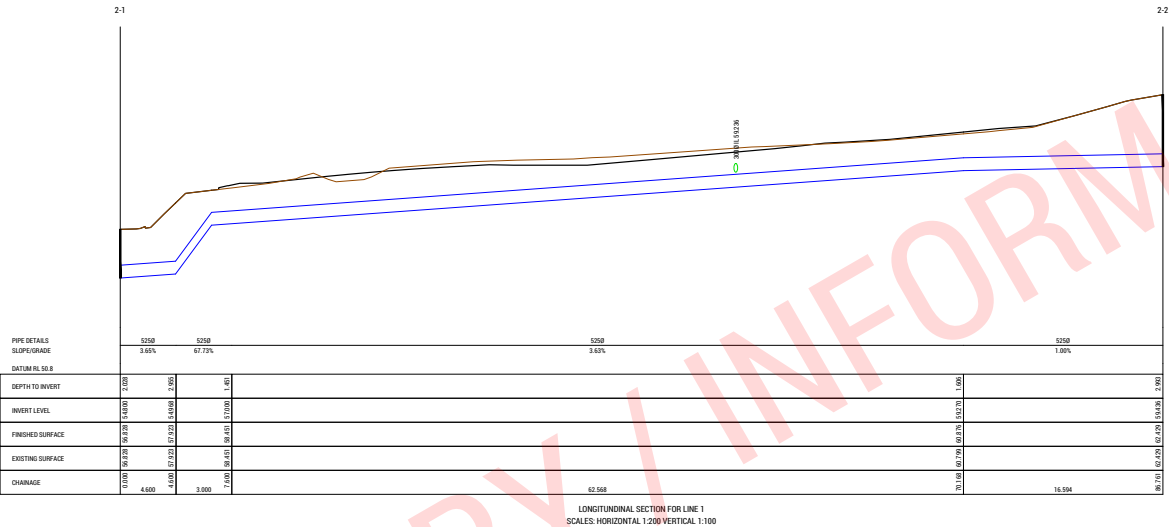
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JTA	-	SCP	-	

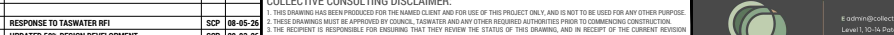
DRAWING TITLE:
INFRASTRUCTURE PLAN

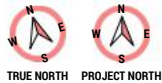
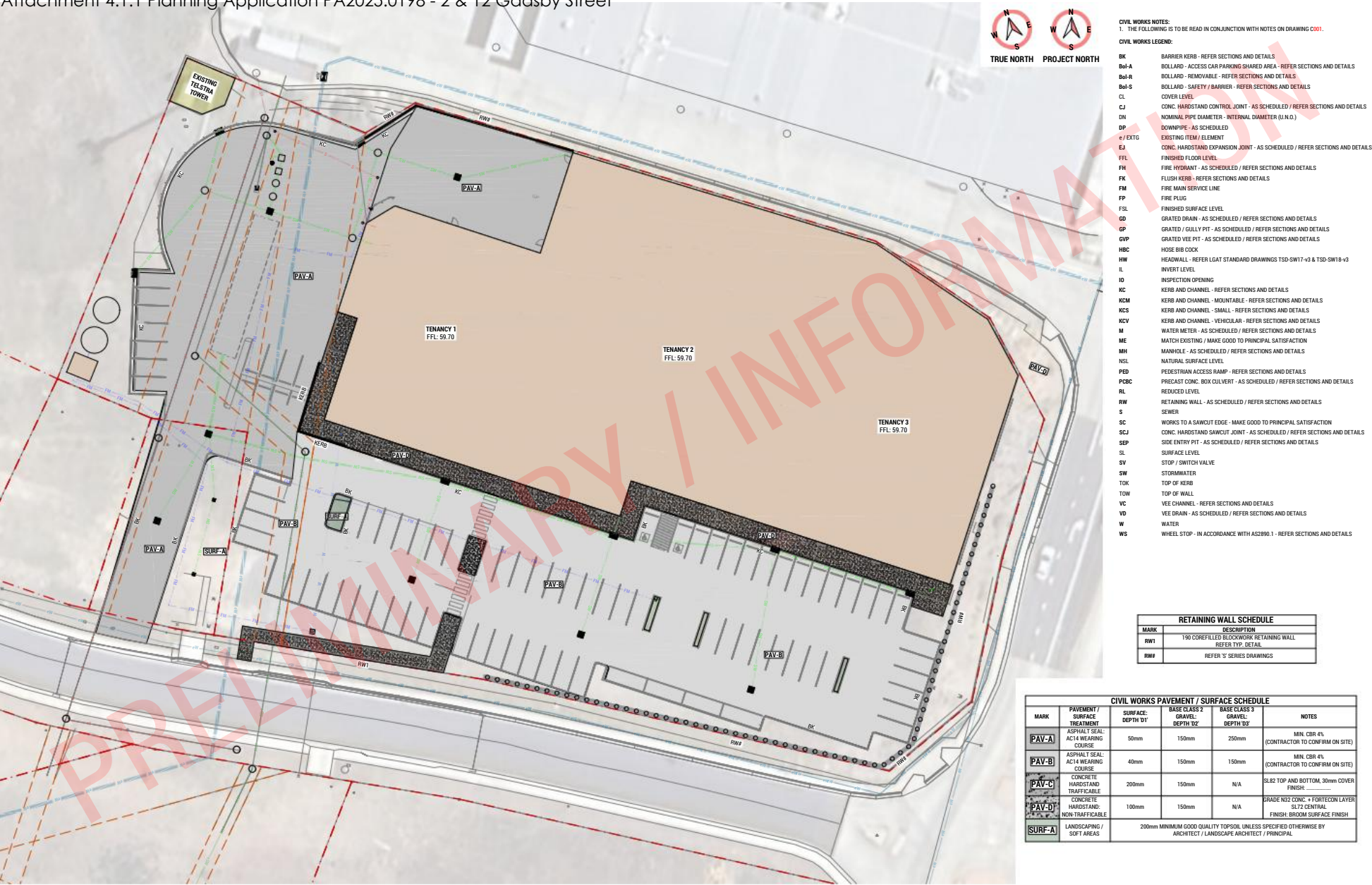
SCALE @ A1:	PROJECT No:	DRAWING No:	REVISION:
1:250	251032	C401	G



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D	RESPONSE TO TASWATER RFI	SCP	08-05-26	 COLLECTIVE CONSULTING		info@collectiveconsulting.com.au Level 11, 10-14 Paterson Street Launceston TAS 7250 P 081 6334 0834 collectiveconsulting.com.au		DESIGN BY:	DESIGN CHECK:	DRAWN BY:	DRAFT CHECK:	CERTIFIER:	SCALE @ A1:	PROJECT No:	DRAWING No:	REVISION:	
C	UPDATED 50% DESIGN DEVELOPMENT	SCP	20-03-26					JTA	-	JTA	-	VARIES	251032	C411	D		
B	RESPONSE TO TASWATER RFI	JTA	05-03-26														
A	DEVELOPMENT APPLICATION	JTA	23-02-26														
REV:	ISSUED FOR / DESCRIPTION:	BY:	DATE:														



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D	RESPONSE TO TAWATER RFI	SCP	08-05-26										
C	UPDATED 50% DESIGN DEVELOPMENT	SCP	20-03-26										
B	RESPONSE TO TAWATER RFI	JTA	05-03-26										
A	DEVELOPMENT APPLICATION	JTA	22-02-26										
REV:	ISSUED FOR / DESCRIPTION:	BY:	DATE:										

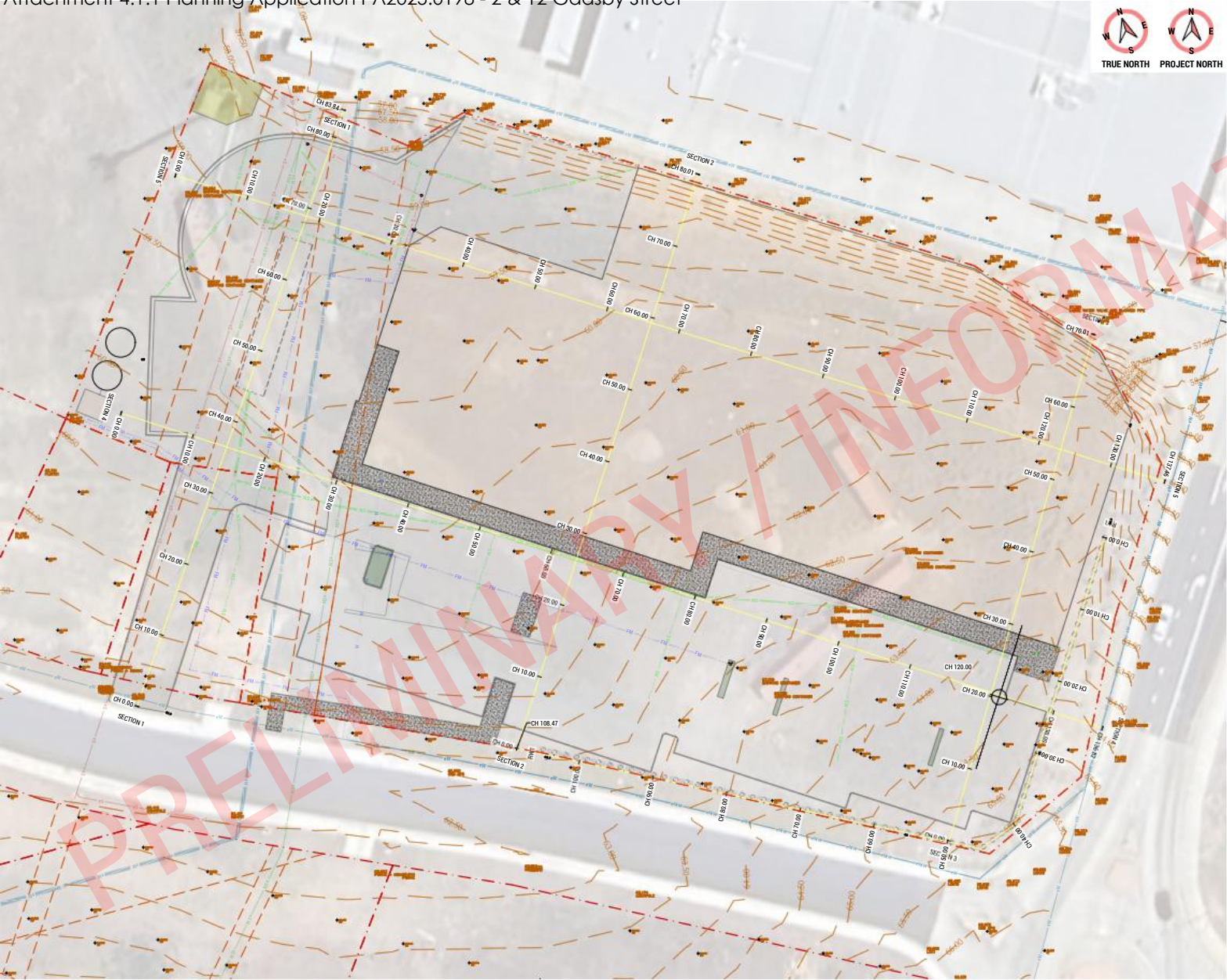


- CIVIL WORKS NOTES:**
1. THE FOLLOWING IS TO BE READ IN CONJUNCTION WITH NOTES ON DRAWING C001.
- CIVIL WORKS LEGEND:**
- BK BARRIER KERB - REFER SECTIONS AND DETAILS
 - Bol-A BOLLARD - ACCESS CAR PARKING SHARED AREA - REFER SECTIONS AND DETAILS
 - Bol-R BOLLARD - REMOVABLE - REFER SECTIONS AND DETAILS
 - Bol-S BOLLARD - SAFETY / BARRIER - REFER SECTIONS AND DETAILS
 - CL COVER LEVEL
 - CJ CONC. HARDSTAND CONTROL JOINT - AS SCHEDULED / REFER SECTIONS AND DETAILS
 - DN NOMINAL PIPE DIAMETER - INTERNAL DIAMETER (I.N.D.)
 - DP DOWNPIPE - AS SCHEDULED
 - EXTG EXISTING ITEM / ELEMENT
 - EJ CONC. HARDSTAND EXPANSION JOINT - AS SCHEDULED / REFER SECTIONS AND DETAILS
 - FFL FINISHED FLOOR LEVEL
 - FH FIRE HYDRANT - AS SCHEDULED / REFER SECTIONS AND DETAILS
 - FK FLUSH KERB - REFER SECTIONS AND DETAILS
 - FM FIRE MAIN SERVICE LINE
 - FP FIRE PLUG
 - FSL FINISHED SURFACE LEVEL
 - GD GRATED DRAIN - AS SCHEDULED / REFER SECTIONS AND DETAILS
 - GP GRATED / GULLY PIT - AS SCHEDULED / REFER SECTIONS AND DETAILS
 - GVP GRATED VEE PIT - AS SCHEDULED / REFER SECTIONS AND DETAILS
 - HBC HOSE BIB COCK
 - HW HEADWALL - REFER L&T STANDARD DRAWINGS TSD-SW17-v3 & TSD-SW18-v3
 - IL INVERT LEVEL
 - IO INSPECTION OPENING
 - KC KERB AND CHANNEL - REFER SECTIONS AND DETAILS
 - KCM KERB AND CHANNEL - MOUNTABLE - REFER SECTIONS AND DETAILS
 - KCS KERB AND CHANNEL - SMALL - REFER SECTIONS AND DETAILS
 - KCV KERB AND CHANNEL - VEHICULAR - REFER SECTIONS AND DETAILS
 - M WATER METER - AS SCHEDULED / REFER SECTIONS AND DETAILS
 - ME MATCH EXISTING / MAKE GOOD TO PRINCIPAL SATISFACTION
 - MW MANHOLE - AS SCHEDULED / REFER SECTIONS AND DETAILS
 - NEL NATURAL SURFACE LEVEL
 - PED PEDESTRIAN ACCESS RAMP - REFER SECTIONS AND DETAILS
 - PCBC PRECAST CONC. BOX CULVERT - AS SCHEDULED / REFER SECTIONS AND DETAILS
 - RL REDUCED LEVEL
 - RW RETAINING WALL - AS SCHEDULED / REFER SECTIONS AND DETAILS
 - S SEWER
 - SC WORKS TO A SAWCUT EDGE - MAKE GOOD TO PRINCIPAL SATISFACTION
 - SCJ CONC. HARDSTAND SAWCUT JOINT - AS SCHEDULED / REFER SECTIONS AND DETAILS
 - SEP SIDE ENTRY PIT - AS SCHEDULED / REFER SECTIONS AND DETAILS
 - SL SURFACE LEVEL
 - SV STOP / SWITCH VALVE
 - SW STORMWATER
 - TKM TOP OF KERB
 - TOW TOP OF WALL
 - VC VEE CHANNEL - REFER SECTIONS AND DETAILS
 - VD VEE DRAIN - AS SCHEDULED / REFER SECTIONS AND DETAILS
 - W WATER
 - WS WHEEL STOP - IN ACCORDANCE WITH AS2890.1 - REFER SECTIONS AND DETAILS

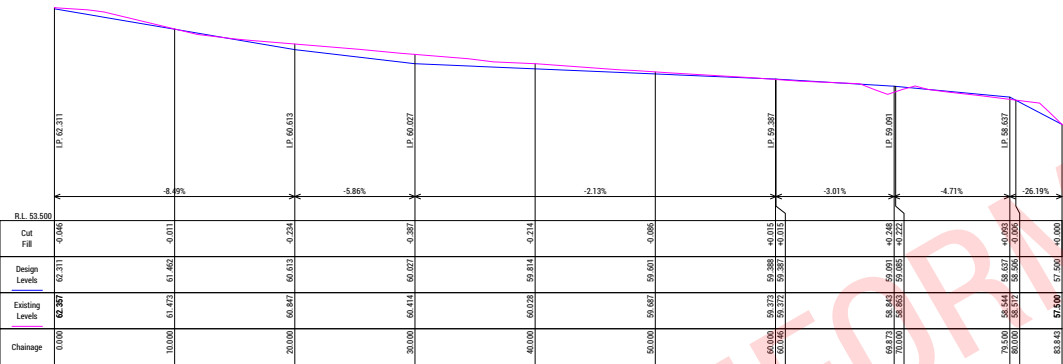
RETAINING WALL SCHEDULE	
MARK	DESCRIPTION
RW1	190 COREFILLED BLOCKWORK RETAINING WALL REFER TYP. DETAIL
RWF	REFER 'S' SERIES DRAWINGS

CIVIL WORKS PAVEMENT / SURFACE SCHEDULE				
MARK	PAVEMENT / SURFACE TREATMENT	SURFACE: DEPTH 'D1'	BASE CLASS 2 GRAVEL: DEPTH 'D2'	BASE CLASS 3 GRAVEL: DEPTH 'D3'
PAV-A	ASPHALT SEAL AC14 WEARING COURSE	50mm	150mm	250mm
PAV-B	ASPHALT SEAL AC14 WEARING COURSE	40mm	150mm	150mm
PAV-C	CONCRETE HARDSTAND TRAFFICABLE	200mm	150mm	N/A
PAV-D	CONCRETE HARDSTAND NON-TRAFFICABLE	100mm	150mm	N/A
SURF-A	LANDSCAPING / SOFT AREAS	200mm MINIMUM GOOD QUALITY TOPSOIL UNLESS SPECIFIED OTHERWISE BY ARCHITECT / LANDSCAPE ARCHITECT / PRINCIPAL		
				NOTES
				MIN. CBR 4% (CONTRACTOR TO CONFIRM ON SITE)
				MIN. CBR 4% (CONTRACTOR TO CONFIRM ON SITE)
				SL82 TOP AND BOTTOM, 30mm COVER FINISH
				GRADE NZ CONC. + FORTITON LAYER SL72 CENTRAL FINISH: BROOM SURFACE FINISH

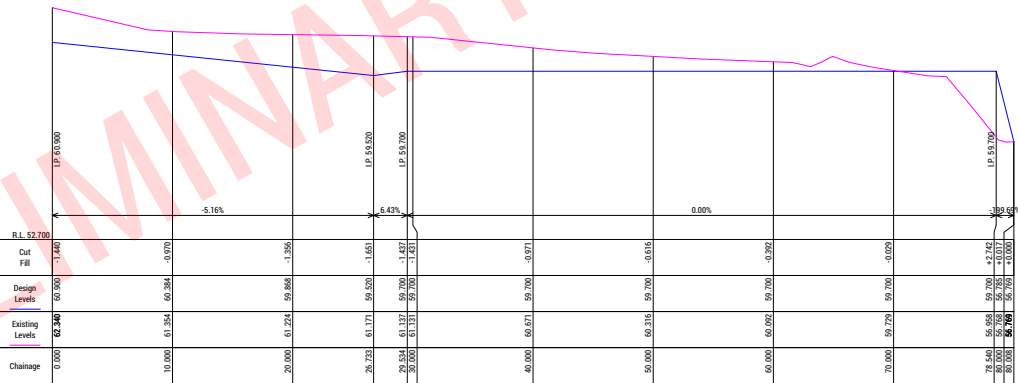
F UPDATED 50% DESIGN DEVELOPMENT E RESPONSE TO T&WATER RFI D DEVELOPMENT APPLICATION C PRICING B INFORMATION COORDINATION A 50% DESIGN DEVELOPMENT REV: ISSUED FOR / DESCRIPTION:		SCP 20-03-26 JTA 05-03-26 JTA 23-02-26 JTA 09-12-25 SCP 14-11-25 SCP 23-07-25 BY: DATE:	COLLECTIVE CONSULTING DISCLAIMER: 1. THIS DRAWING HAS BEEN PREPARED FOR THE NAMED CLIENT AND FOR USE OF THIS PROJECT ONLY, AND IS NOT TO BE USED FOR ANY OTHER PURPOSE. 2. THE DRAWING MUST BE APPROVED BY COUNCIL, T&WATER AND ANY OTHER REQUIRED AUTHORITIES PRIOR TO COMMENCING CONSTRUCTION. 3. THE RECIPIENT IS RESPONSIBLE FOR ENSURING THAT THEY REVIEW THE STATUS OF THIS DRAWING, AND IN RECEIPT OF THE CURRENT REVISION PRIOR TO USE. 4. INFORMATION PROVIDED WITHIN THIS DOCUMENT HAS BEEN PROVIDED UNDER COLLECTIVE CONSULTANTS TERMS OF ENGAGEMENT. BY ACCEPTING OR USING THE INFORMATION WITHIN THIS DOCUMENT YOU HAVE ACCEPTED THE TERMS OF ENGAGEMENT. TERMS CAN BE VIEWED AT: WWW.COLLECTIVECONSULTING.COM/AUTUMN2025/ENGAGEMENT 5. DO NOT SCALE DRAWINGS. COLLECTIVE CONSULTING IS NOT RESPONSIBLE FOR THE DIMENSIONING AND SETTING OUT OF COMPONENTS WITHIN THESE PROJECT DOCUMENTS.		 COLLECTIVE CONSULTING E: info@collectiveconsulting.com.au Level 1, 30-32 Parkview Street Launceston TAS 7200 P: (02) 6334 5834 info@collectiveconsulting.com.au	CLIENT / ARCHITECT: FAIRBROTHER	PROJECT DETAILS: HOMEMAKERS DEVELOPMENT 2 GADSBY STREET DEVONPORT DESIGN BY: JTA DESIGN CHECK: - DRAWN BY: SCP DRAFT CHECK: - CERTIFIER: -	DRAWING TITLE: CIVIL WORKS PLAN SCALE @ A1: 1:250 PROJECT No: 251032 DRAWING No: C501 REVISION: F
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D	UPDATED 50% DESIGN DEVELOPMENT			SCP	20-03-26			DESIGN BY:	JTA	DESIGN CHECK:	-	DRAWN BY:	SCP	DRAFT CHECK:	-	CERTIFIER:	-	SCALE @ A1:	1:250	PROJECT No:	251032	DRAWING No:	C501	REVISION:	0
C	PRICING			SCP	09-12-25																				
B	INFORMATION/COORDINATION			SCP	14-11-25																				
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REV	ISSUED FOR / DESCRIPTION:			BY:	DATE:																				

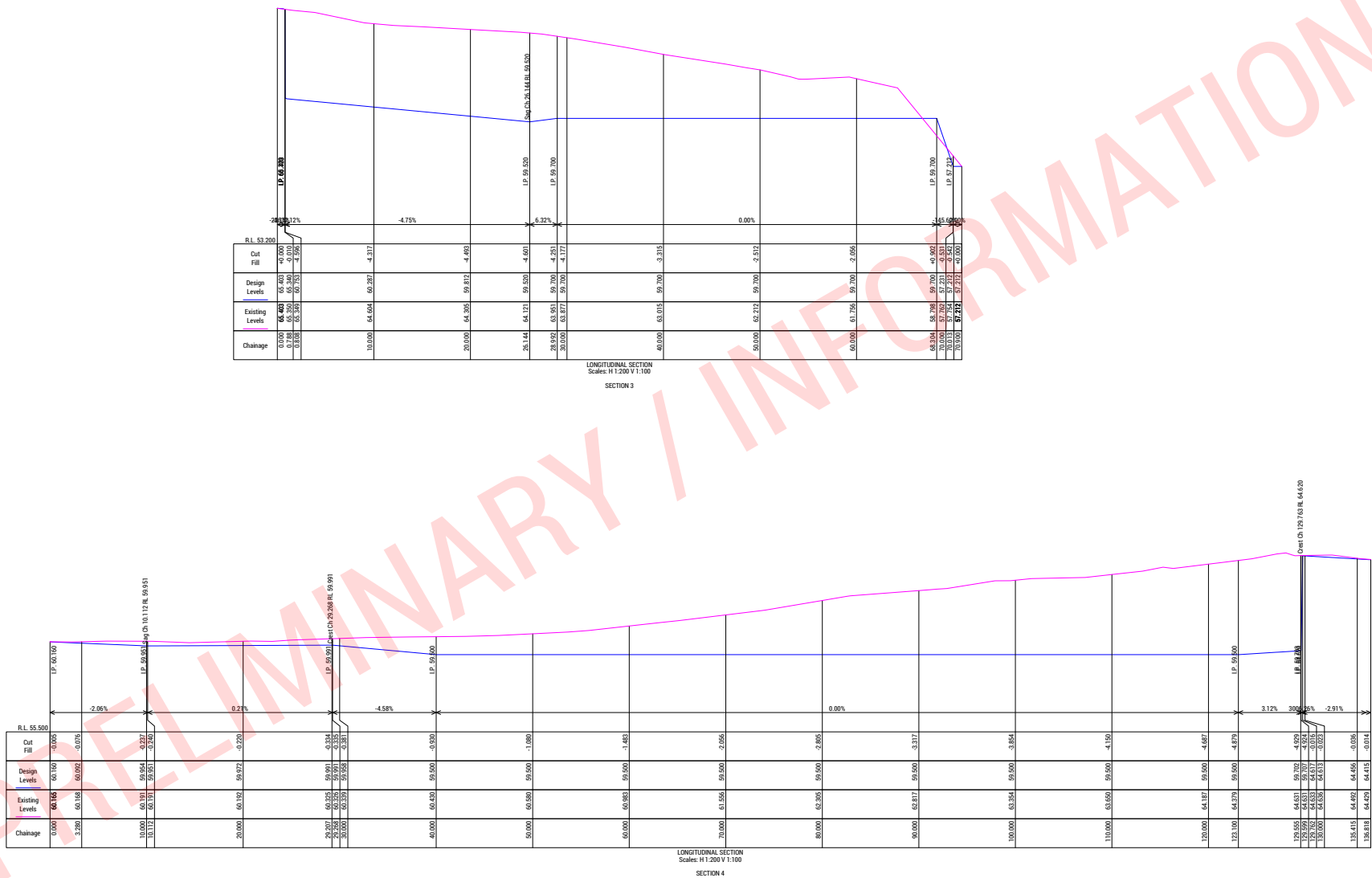


LONGITUDINAL SECTION
Scale: H 1:200 V 1:100
SECTION 1

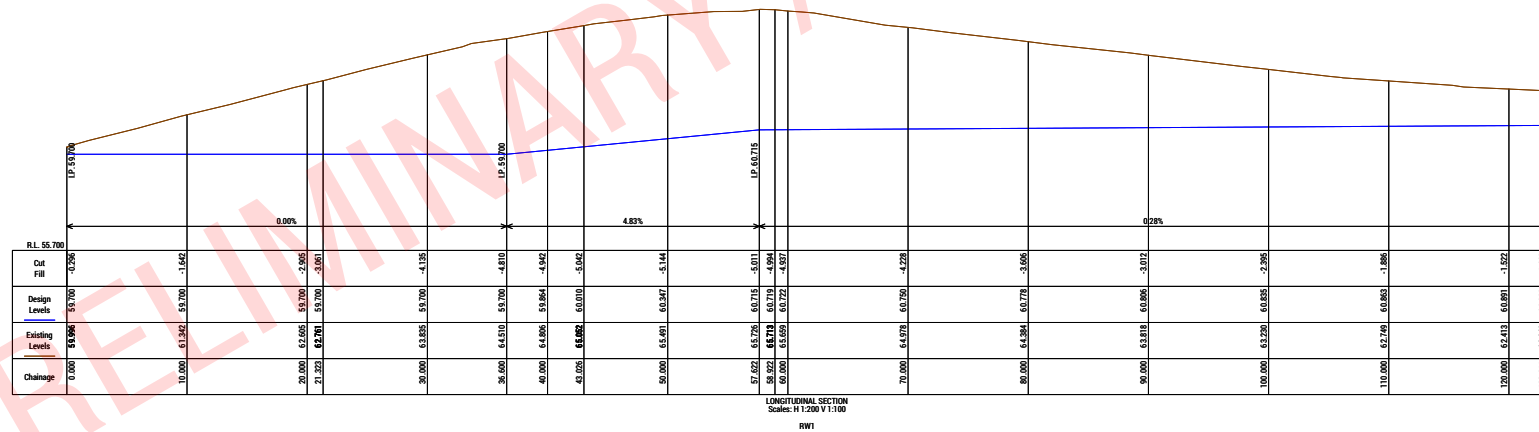
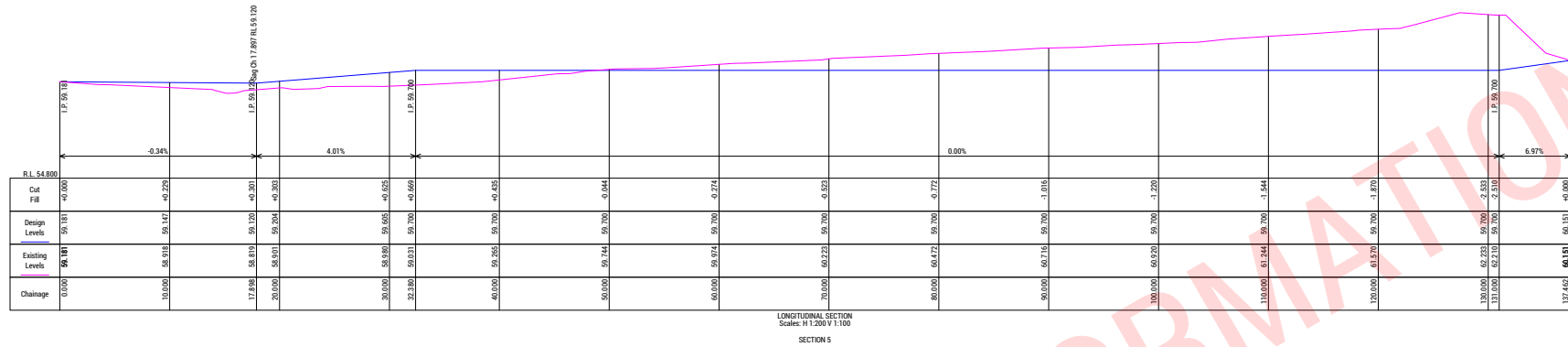


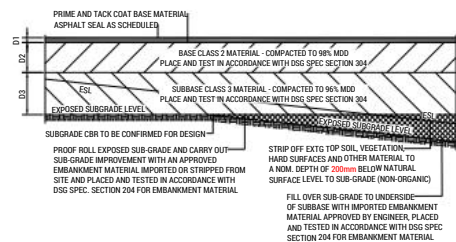
LONGITUDINAL SECTION
Scale: H 1:200 V 1:100
SECTION 2

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C	RESPONSE TO TOWNPLANNING RFI	SCP	08-05-26	B	UPDATED 50% DESIGN DEVELOPMENT	SCP	20-03-26	A	PRICING	SCP	09-12-25	REV:	ISSUED FOR / DESCRIPTION:	BY:	DATE:	DESIGN BY:	DESIGN CHECK:	DRAWN BY:	DRAFT CHECK:	CERTIFIER:	SCALE @ A1: VARIES	PROJECT No: 251032	DRAWING No: C521	REVISION: C

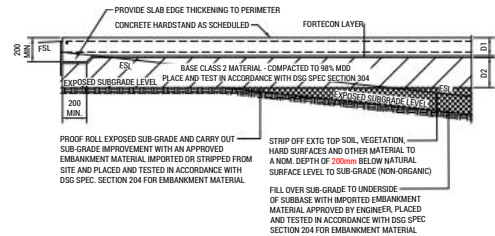


Attachment 4.1.1 Planning Application PA2025.0198 - 2 & 12 Gadsby Street

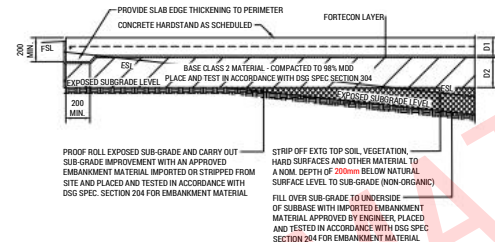
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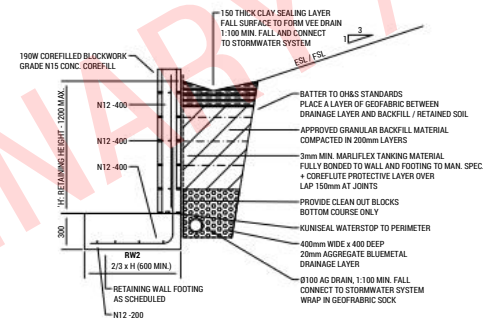
SECTION DETAIL
PAVEMENT - PAV-A / B' - ASPHALT SEAL - TRAFFICABLE (TYP.)
SCALE 1:20
NOTE: REFER CIVIL WORKS PAVEMENT / SURFACE SCHEDULE FOR DEPTHS



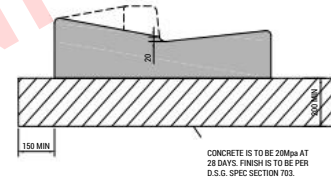
SECTION DETAIL
PAVEMENT - PAV-C - CONCRETE HARDSTAND - TRAFFICABLE (TYP.)
SCALE 1:20
NOTE: REFER CIVIL WORKS PAVEMENT / SURFACE SCHEDULE FOR DEPTHS
REFER LGAT STANDARD DRAWING TSD-R09-v3 FOR ADDITIONAL DRIVEWAY DETAILS



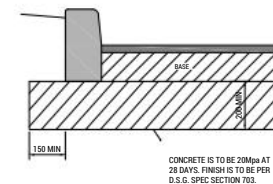
SECTION DETAIL
PAVEMENT - PAV-D' - CONCRETE HARDSTAND - NON-TRAFFICABLE (TYP.)
SCALE 1:20
NOTE: REFER CIVIL WORKS PAVEMENT / SURFACE SCHEDULE FOR DEPTHS
REFER LGAT STANDARD DRAWING TSD-R09-v3 FOR ADDITIONAL DRIVEWAY DETAILS



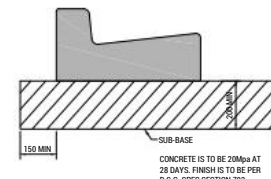
RW2 RETAINING WALL 'RW2' DETAIL
SCALE 1:20



KERB AND CHANNEL VEHICULAR CROSSING 'KCV' (TYP.)
SCALE 1:10
REFER IPWEA STD DWG TSD-R14-v3 FOR APPROVED KERB & CHANNEL PROFILES & DIMENSIONS



BARRIER KERB 'BK' (TYP.)
SCALE 1:10
REFER IPWEA STD DWG TSD-R14-v3 FOR APPROVED KERB & CHANNEL PROFILES & DIMENSIONS



KERB AND CHANNEL 'KC' (TYP.)
SCALE 1:10
REFER IPWEA STD DWG TSD-R14-v3 FOR APPROVED KERB & CHANNEL PROFILES & DIMENSIONS

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DESIGN BY: -	DESIGN CHECK: -	DRAWN BY: -	DRAFT CHECK: -	CERTIFIER: -	SCALE @ A1: 1:20, 1:10	PROJECT No: 251032	DRAWING No: C801	REVISION: B	



PROPOSED DEVELOPMENT - HOMEMAKER CENTRE 1 FRIEND STREET, STONY RISE, TAS 7310 - LOT 101

TOWN PLANNING APPLICATION



TOWN PLANNING - DRAWING LIST		
SHEET NUMBER	SHEET NAME	REV
DA001	COVER SHEET	3
DA015	EXISTING CONDITIONS PLAN	3
DA020	PROPOSED SITE PLAN	8
DA100	GROUND FLOOR PLAN	5
DA111	ROOF PLAN	3
DA151	ELEVATIONS	5
DA161	PROPOSED SECTIONS	3
DA170	SIGNAGE DETAILS	3
DA171	PYLON DETAILS	2
DA201	SHADOW DIAGRAMS	2
DA202	SHADOW DIAGRAMS	2
DA300	PROPOSED ARTIST IMPRESSIONS	3

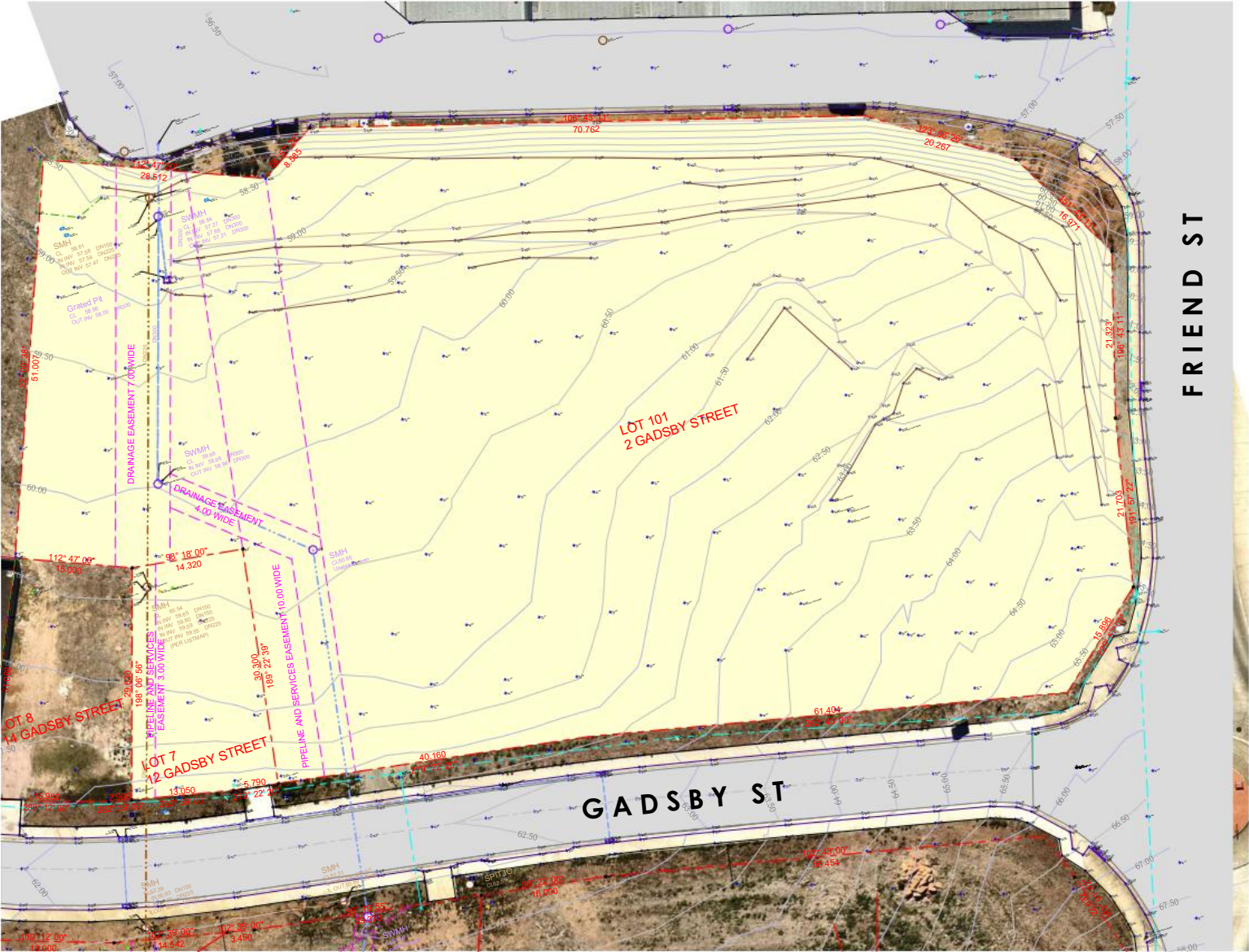


LOCALITY MAP

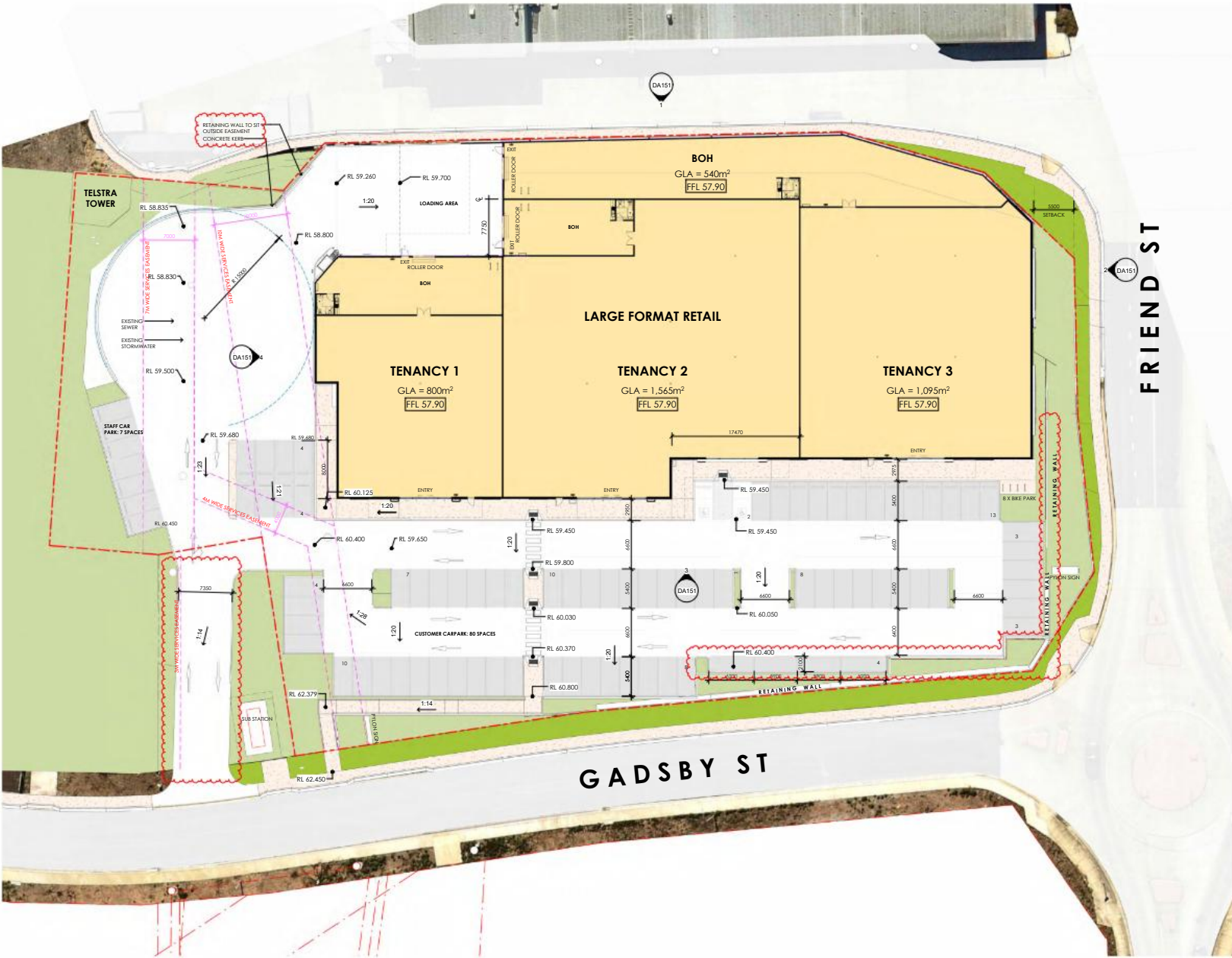
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ISSUE	AMENDMENT	DATE	CHK'D
P 1	FOR INFORMATION	07.07.25	SJE
P 2	FOR PRELIMINARY PRICING	17.07.25	SJE
P 3	DAISSUE	21.11.25	SJE



FOR PRELIMINARY PRICING EXISTING CONDITIONS PLAN



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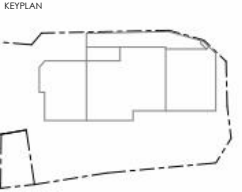
ISSUE	AMENDMENT	DATE	CHD
P 1	FOR INFORMATION	07.07.25	SJE
P 2	FOR PRELIMINARY PRICING	17.07.25	SJE
P 3	UPDATED AREAS	01.08.25	SJE
P 4	UPDATED LEVELS	20.11.25	SJE
P 5	DA ISSUE	21.11.25	SJE
P 6	PYLON SIGN RELOCATION	09.12.25	SJE
P 7	SITE PLAN & SIGNAGE UPDATE	10.12.25	SJE
P 8	PYLON UPDATE	10.03.26	SJE
P 9	TASWATER RH	26.03.26	SJE

LEGEND	
	PROPERTY BOUNDARIES
	EASEMENTS
	PROPOSED TENANCY
	LANDSCAPING
	PROPOSED CARPARKS
	PROPOSED FOOTPATH
	PEDESTRIAN CROSSING
	FIRE HYDRANT
	LIGHTING PICTURE POLE MOUNT

DEVELOPMENT ANALYSIS TABLE	
SITE DESCRIPTION	
SITE AREA	10,261 M ²
AREA SCHEDULE (GLAR)	
TENANCY 1	800 M ²
TENANCY 2	1,565 M ²
TENANCY 3	1,095 M ²
B.O.H.	540 M ²
TOTAL	4,000 M ²
CAR PARKING SCHEDULE	
PROPOSED CAR PARKING	78
STAFF PARKING	7
ACCESSIBLE PARKING	2
TOTALS	87
BIKE PARKING SCHEDULE	
BICYCLE SPACES	8

NOTE:
ALL AREAS ARE APPROXIMATELY CALCULATED AS GROSS LEASABLE GLAUER METHOD OF MEASUREMENT BY PROPERTY COUNCIL OF AUSTRALIA.

DESCRIPTION
GLA
GROSS LEASABLE AREA IS DETERMINED BY INCLUDING EVERYTHING WITHIN THE EXTERNAL BUILDING WALLS. IT IS CALCULATED AT EACH FLOOR LEVEL MEASURING FROM THE OUTSIDE FACE OF THE STRUCTURAL WALLS OF THE BUILDING AUGMENT AND THE CENTRE OF THE INTER-TENANCY WALLS OR COMMON AREAS.
NLA
THE NET LEASABLE AREA OF A BUILDING IS THE SUM OF ITS WHOLE FLOOR AREA, TAKING MEASUREMENTS FROM THE INTERNAL FINISH SURFACES OF PERMANENT INTERNAL WALLS AND THE INTERNAL FINISHED SURFACES OF DOMINANT PORTIONS OF THE PERMANENT OUTER BUILDING WALLS.



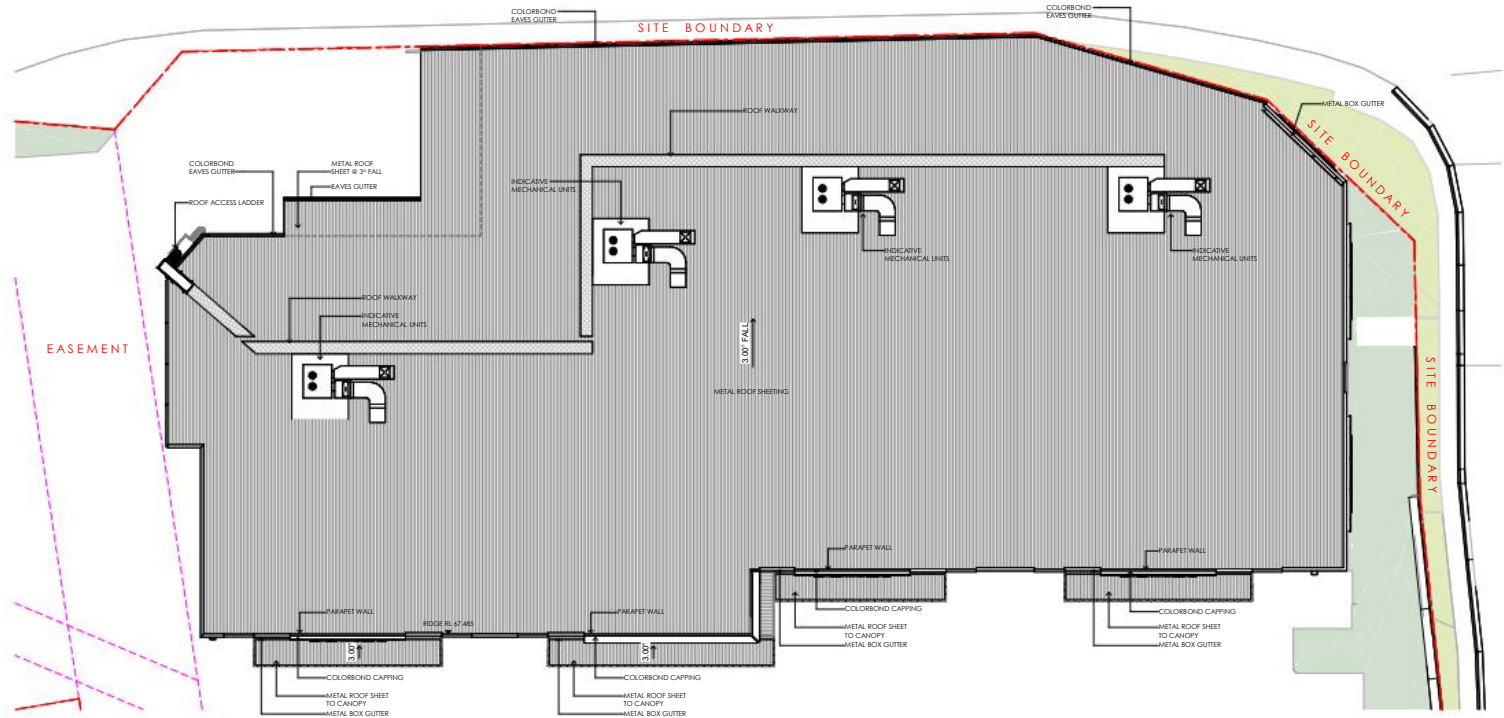
FOR PRELIMINARY PRICING PROPOSED SITE PLAN

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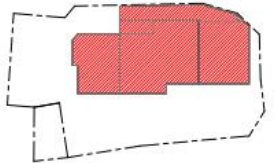
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P 3	DA ISSUE	21.11.25	SJE



KEY PLAN



FOR PRELIMINARY PRICING ROOF PLAN

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ABN 39 001 043 992
WEBSITE: www.lefflersimes.com.au

SYDNEY SUITE 8.01, 140 ARTHUR ST, NORTH SYDNEY, NSW 2060
MELBOURNE LEVEL 2, 370 LT BOURKE ST, VIC 3000

T: +61 2 99992344
T: +61 3 96546344

SCALE
1:200 @ A1
1:400 @ A3

PROPOSED DEVELOPMENT
1 FRIEND STREET, STONY RISE, TAS 7310 - LOT 101

JOB NO: 5385
DATE: JUL 25
DRAWN: JAF

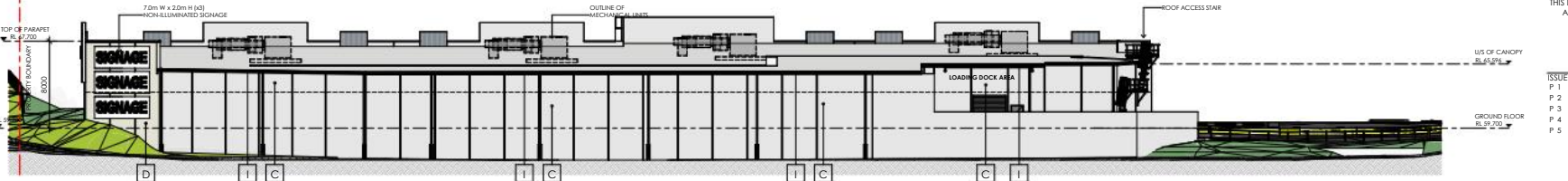
DWG NO:
DA111

REV:
P3

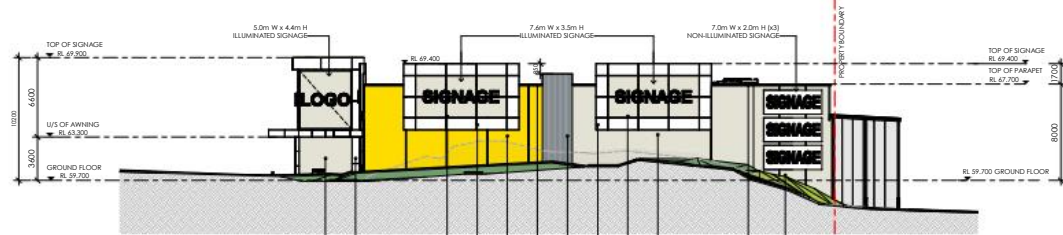
LEFFLER SIMES ARCHITECTS

PAGE 107

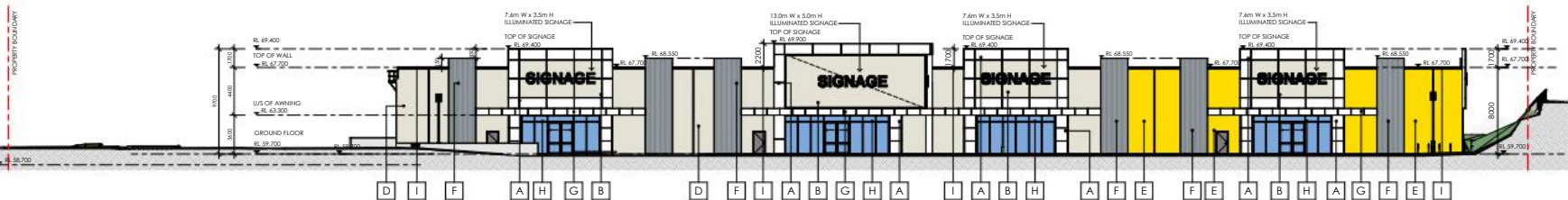
Attachment 4.1.1 Planning Application PA2025.0198 - 2 & 12 Gadsby Street



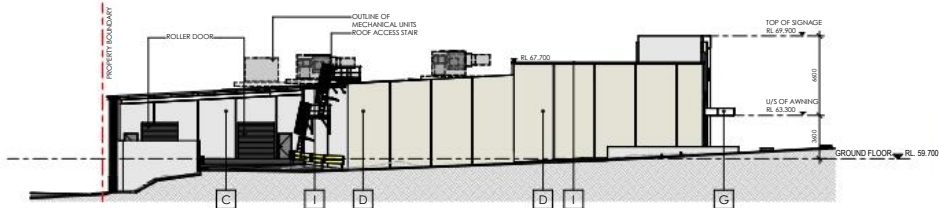
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2 EAST ELEVATION
Scale: 1:200

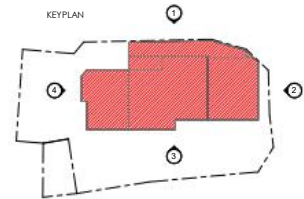


3 SOUTH ELEVATION
Scale: 1:200



4 WEST ELEVATION
Scale: 1:200

DA - MATERIAL SCHEDULE	
CODE	DESCRIPTION
A	PC CLADDING EXPRESS JOINT PAINTED WHITE
B	PC CLADDING EXPRESS JOINT PAINTED LIGHT GREY
C	PRECAST CONCRETE PANEL NATURAL FINISH
D	PAINTED FINISH - TURNOVER
E	PRECAST CONCRETE PANEL PAINTED YELLOW (BIC)
F	RIB PROFILED PRECAST PANEL PAINTED CHARCOAL
G	SOLID ALUMINIUM CLADDING POWDERCOAT FINISH WHITE AWNING AND FACIA
H	SHOPFRONT GLAZING - METAL FRAMED, POWDER COATED BLACK
I	METAL POWDERCOAT FINISH BLACK



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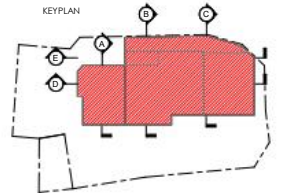
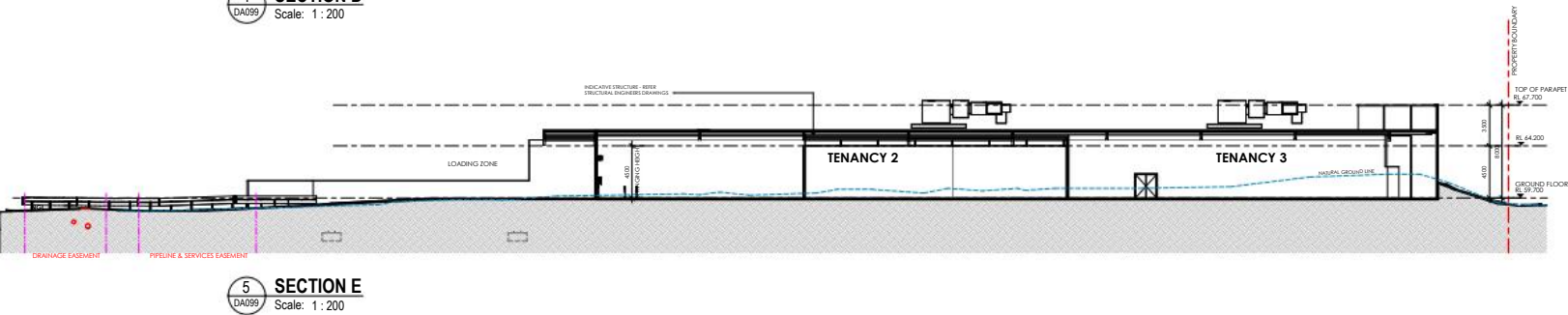
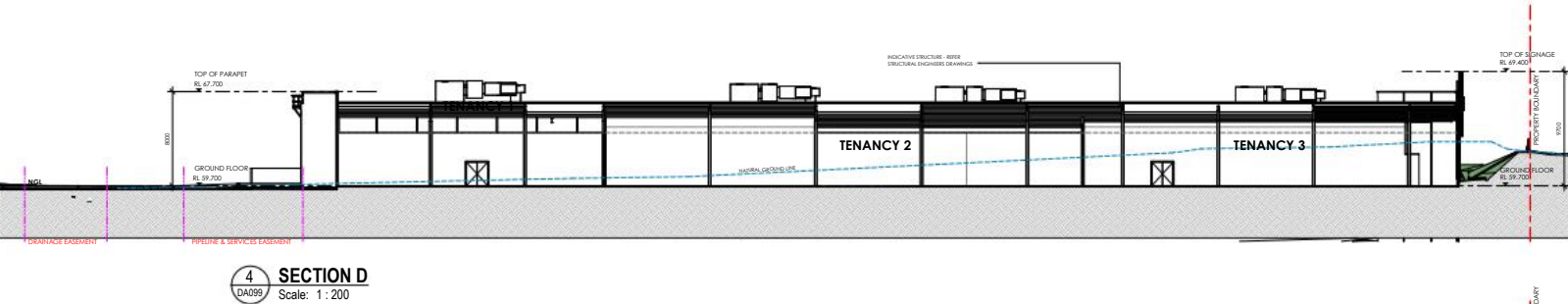
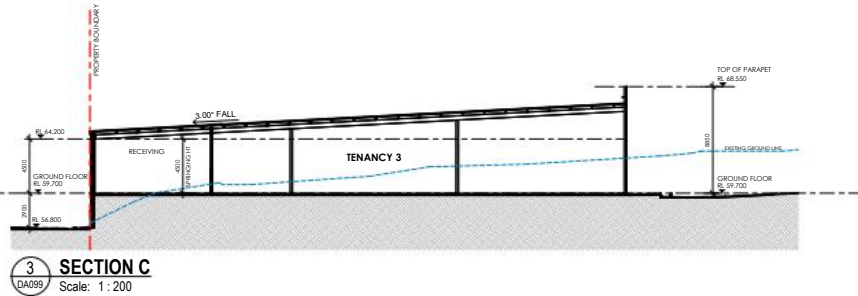
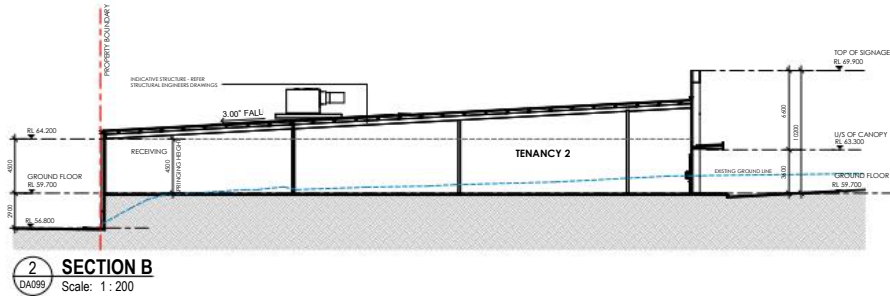
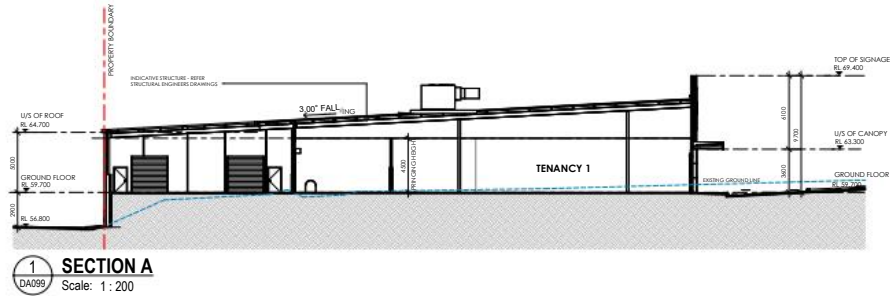
ISSUE	AMENDMENT	DATE	CHK'D
P 1	FOR INFORMATION	07.07.25	SJE
P 2	FOR PRELIMINARY PRICING	17.07.25	SJE
P 3	UPDATED LEVELS	20.11.25	SJE
P 4	DA ISSUE	21.11.25	SJE
P 5	UPDATED INFORMATION	16.12.25	SJE

FOR PRELIMINARY PRICING ELEVATIONS

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ISSUE	AMENDMENT	DATE	CHKD
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P 2	FOR PRELIMINARY PRICING	17.07.25	SJE
P 3	DA ISSUE	21.11.25	SJE

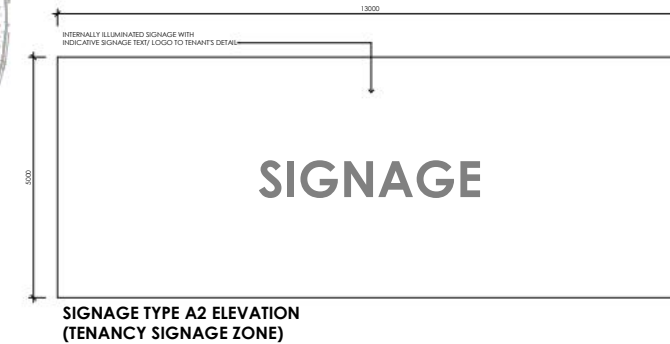
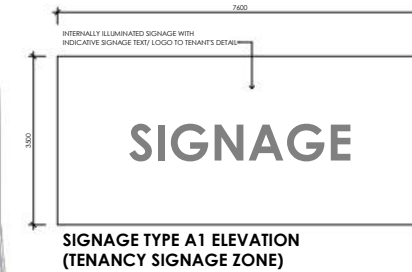
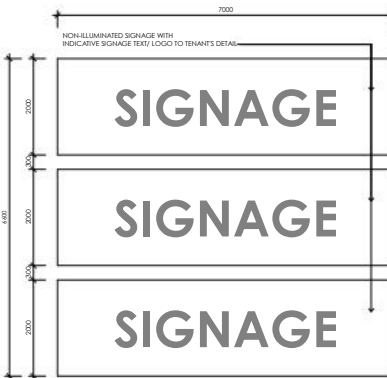
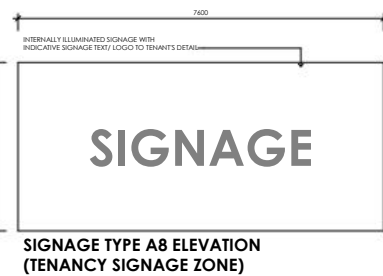
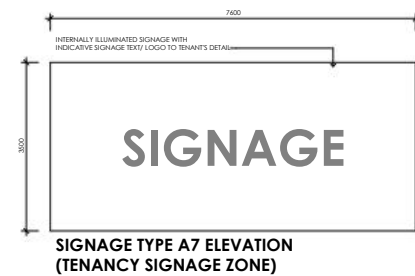
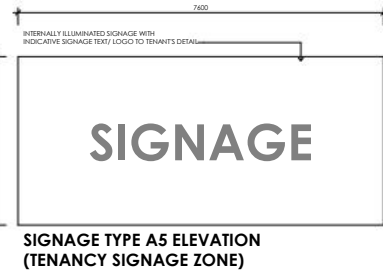
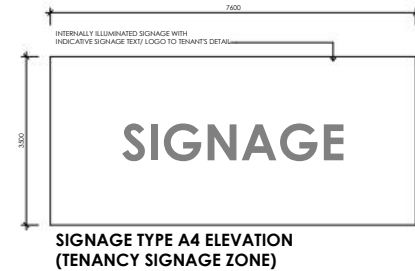


FOR PRELIMINARY PRICING PROPOSED SECTIONS

Attachment 4.1.1 Planning Application PA2025.0198 - 2 & 12 Gadsby Street



1 SIGNAGE PLAN
Scale: 1:400

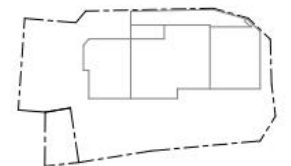


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ISSUE	AMENDMENT	DATE	CHK'D
P 1	DA ISSUE	21.11.25	SJE
P 2	SITE PLAN & SIGNAGE UPDATE	10.12.25	SJE
P 3	UPDATED INFORMATION	16.12.25	SJE

KEYPLAN



PRELIMINARY SIGNAGE DETAILS

KEYPLAN

A keyplan diagram showing the overall site layout. A dashed line outlines the entire site, and a solid line indicates the specific area shown in the main plan. A red arrow points to the location of the site within the larger context.



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ISSUE	AMENDMENT	DATE	CHK'D
P 1	DA ISSUE	21.11.25	SJE
P 2	PYLON UPDATE	10.03.26	SJE

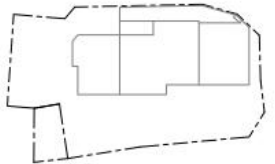


1 SHADOW DIAGRAM - 21st Mar 9am
Scale: 1:500

2 SHADOW DIAGRAM - 21st Mar 12pm
Scale: 1:500

3 SHADOW DIAGRAM - 21st Mar 3pm
Scale: 1:500

KEYPLAN



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ISSUE	AMENDMENT	DATE	CHK'D
P 1	DATE ISSUE	21.11.25	SJE
P 2	PYLON UPDATE	10.03.26	SJE



1 SHADOW DIAGRAM - 21st Jun 9am
Scale: 1 : 500

2 SHADOW DIAGRAM - 21st Jun 12pm
Scale: 1 : 500

3 SHADOW DIAGRAM - 21st Jun 3pm
Scale: 1 : 500

KEYPLAN



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ISSUE	AMENDMENT	DATE	CHK'D
P 1	DA ISSUE	21.11.25	SJE
P 2	UPDATED INFORMATION	16.12.25	SJE
P 3	PLYON UPDATE	10.03.26	SJE



ARTIST IMPRESSION 1



ARTIST IMPRESSION 2

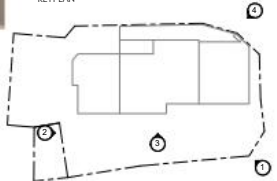


ARTIST IMPRESSION 3



ARTIST IMPRESSION 4

KEY PLAN





DEVONPORT CITY COUNCIL

ABN: 47 611 446 016

PO Box 604 Devonport TAS 7310 – 137 Rooke Street, Devonport

Telephone 03 6424 0511

Email council@devonport.tas.gov.au Web www.devonport.tas.gov.au

Submission Date

09/06/2026

I/We

Michael Read

Of

A1 Richmond Road
Homebush West, New South Wales 2140
Australia

Email Address

michael.read@au.harveynorman.com

Phone Number

0292016294

Development Application Number

PA2025/0198

Address of Development

2 Gadsby Street
Stony Rise 7310
Australia

Details of representation

We write as the owners and operators of the existing large format retail site adjoining the subject land at 2 Friend Street, Stony Rise. We wish to lodge a formal representation objecting to the proposal on the grounds outlined in the attached submission

Upload Supporting Documentation such as photos, plans, sketches etc (optional)

- [Objection-to-Development-Application-PA2025.0198-Stony-Rise-Bulky-Goods.pdf](#)

Consent

- ✓ I agree that all the information i have provided is accurate and is truthful.

Privacy Consent

- ✓ I agree to the privacy policy of the Devonport City Council.



CALARDU DEVONPORT PTY LTD

ACN 133 644 710

To:

Statutory Planning Department

Devonport City Council

Re: Objection to Development Application PA2025.0198 – Proposed Bulky Goods Development at 2 & 12 Gadsby Street, Stony Rise

Dear Devonport Statutory Planning Department Team,

We write as the owners and operators of the existing large format retail site adjoining the subject land at 2 Friend Street, Stony Rise. We wish to lodge a formal representation objecting to the proposal on the following grounds.

1. Use permissions and access arrangements

The proposal appears to rely on access through adjoining General Residential Zone land that is located outside the Devonport Regional Homemaker Centre and Stony Rise Village Specific Area Plan.

This land is not designated for large format retail or associated commercial access within the SAP. On this basis, the proposed access to the site appears prohibited. We raise concern as to whether No. 12 Gadsby Street can be used in this matter, thereby misrepresenting the area of land available for commercial development.

2. Absence of a planning assessment against applicable standards

The advertised material does not include a planning report that assesses the proposal against the applicable development standards under the relevant Zones. In particular, there is no demonstrated assessment of compliance with setback, landscaping, or interface requirements to Gadsby Street, nor is there any justification provided for a departure from this standard. The absence of a structured assessment makes it difficult to determine how the proposal responds to the Development Standards within the Specific Area Plan.

3. Incomplete advertising and notification

It is also noted that not all required Development Application documentation appears to have been available during the advertising period which has meant it is not possible to assess compliance with the requirements of the SAP or broader Planning Scheme requirements. In addition, adjoining landowners were notified late, limiting the ability of affected parties to properly review the proposal and make informed submissions. This outcome is inconsistent with the intent of the public notification provisions. The only accompanying report that has been provided was a Traffic Impact Assessment, which is dealt with in turn below.

4. Traffic issues

Our tenants have observed existing traffic issues and we note the recent approval for the supermarket and associated shops which will exacerbate these issues. The proposal will add further concerns with customer access and key issues identified include:

- The submitted Traffic Impact Assessment appears to focus primarily on the operation of the external road network and the Stony Rise Road / Friend Street intersection.

While this assessment is helpful, the following concerns are noted:

- The assessment does not consider the operation of the internal road network within the Devonport Homemaker Centre precinct.
- Customers regularly experience periods of congestion within the internal circulation network, particularly at the internal roundabout intersections.
- Without an assessment of existing internal traffic conditions to establish a baseline, the compounding impact of this development, together with other approved or anticipated development, has not been determined.
- While the report includes queue assessments for the external Stony Rise Road / Friend Street intersection, no assessment has been undertaken of the impact of these queues on internal site operations. Of note, a queue length of approximately 92 to 112 metres is projected from the intersection with Stony Rise Road into the site, which would extend into and affect the operation of the internal roundabout.
- The report assumes that approximately 30 per cent of development traffic will comprise internal or linked trips within the Homemaker Centre precinct. However, the impact of these additional movements on existing internal roads and parking areas has not been assessed. Given the site levels, it is not expected that there will be a high level of pedestrian activity between retail precincts.

In relation to the design, the following matters are also noted:

- Due to the site levels, a substantial retaining wall will be required between the northern site boundary and the existing Harvey Norman loading access road. This back of house loading interface and retaining wall design does not appear to be fully resolved and does not appear to be wide enough to accommodate the necessary structure. Further detail is sought.
- While the proposal exceeds the car parking requirement by 18 spaces, it is unclear whether the location of the access road is permissible, noting that it appears to be outside the title for the larger site. If the access were required to be relocated, this may create difficulties in achieving compliant grades into the car park and could result in a loss of car parking spaces, thereby eroding the stated parking surplus.

Conclusion

For the reasons outlined above, the Development Application raises substantive concerns in relation to use permissibility, compliance with development standards, traffic and access impacts, and procedural fairness. We respectfully request that Council give careful consideration to these matters and that the application not be supported in its current form.

Thank you for considering this submission. I would be happy to provide further information if required.

Yours sincerely,



Michael Read
Head of Asset Management
Calardu Devonport Pty Ltd
T: 02 9201 6294



Submission to Planning Authority Notice

Application details

Council Planning Permit No.	PA2025.0198
Council notice date	6/01/2026
TasWater Reference No.	TWDA 2026/00008-DCC
Date of response	18/05/2026
TasWater Contact	Robert Stapleton
Phone No.	0417279866

Response issued to

Council name	DEVONPORT COUNCIL
Contact details	townplanning@devonport.tas.gov.au
Development details	
Address	2 GADSBY ST, STONY RISE
Property ID (PID)	9961762
Description of development	Construction of 3 x Bulky Goods Showrooms

Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Issue date
Leffler Simes Architects	"Proposed Site Plan" / Job: 5385 - Dwg: DA020	P9	26/03/2026
Collective Consulting	"Infrastructure Plan" / Proj: 251032 - Dwg: C401	G	8/05/2026
Collective Consulting	"Sewer & Stormwater Longitudinal Sections" / Proj: 251032 - Dwg: C411	D	8/05/2026
Collective Consulting	"Bulk Water Main Longitudinal Section" / Proj: 251032 - Dwg: C421	D	8/05/2026

Conditions

SUBMISSION TO PLANNING AUTHORITY NOTICE OF PLANNING APPLICATION REFERRAL

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

CONNECTIONS, METERING & BACKFLOW

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

Advice: TasWater will not accept direct fire boosting from the network unless it can be demonstrated that the periodic testing of the system will not have a significant negative effect on our network and the minimum service requirements of other customers serviced by the network. To this end break tanks may be required with the rate of flow into the break tank controlled so that peak flows to fill the tank do not also cause negative effect on the network.



2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost.
3. Prior to commencing construction/use of the development, any water connection utilised for construction/the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater.

ASSET CREATION & INFRASTRUCTURE WORKS

4. Prior to applying for a Certificate for Certifiable Works, the developer must physically locate all existing infrastructure to provide sufficient information for accurate design and physical works to be undertaken.
5. Plans submitted with the application for Certificate(s) for Certifiable Work (Building and/or Plumbing) must, to the satisfaction of TasWater show, all existing, redundant and/or proposed property services and mains.
6. Prior to undertaking any works related to water and sewerage, physical markers must be in place that clearly identify where water and/or sewer connections are to be made in accordance with any approved plan to TasWater's satisfaction.
7. The developer must take all precautions to protect existing TasWater infrastructure. Any damage caused to existing TasWater infrastructure during the construction period must be promptly reported to TasWater and repaired by TasWater at the developer's cost.
8. Ground levels over the TasWater assets and/or easements must not be altered without the written approval of TasWater.

56W CONSENT

9. When applying for a Certificate for Certifiable Work (Building) and/or (Plumbing), the application documentation must include an application to TasWater, pursuant to section 56W of the Water and Sewerage Industry Act 2008, for its consent in respect of that part of the development which is built within a TasWater easement or over or within two metres of TasWater infrastructure.

DEVELOPMENT ASSESSMENT FEES

10. The applicant or landowner as the case may be, must pay a development assessment fee of \$251.35 to TasWater, as approved by the Economic Regulator and the fee will be indexed, until the date paid to TasWater.

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

Advice

Water Modelling

Modelling indicates that there is marginal capacity in the network to service the new development at 2 Gadsby Street (A3488053) without affecting existing customers. Pressures and heads at the proposed connection point are:

Water Main Asset	H.G.L. Peak hour (m)	H.G.L. Peak day +20 l/s (m)	Pressure Peak day + 20 l/s fire (kPa)
A3488053	90	92	29

Calculations assumed the Williams reservoir to be 1/3 full with a supply head of 93.9 m. Note that general supply pressures will be minimal but adequate.



The network is very strong in this area but the site is too close to the Williams reservoir such that the site elevation of 60 – 63 m is only just 30 m below TWL. For street hydrants to deliver 20 l/s to this site:

- A second hydrant is needed as hydrant spacing is too high.
- All the hydrants would need to be of the new glass lined design such that only 25 m of head is needed in the network to supply them.
- Inaccuracies in the calculations for this assessment must be negligible or tending to underestimate actual pressures.

Trafficable Sewer IO Covers

Sewer boundary I.O's located within vehicle manoeuvring areas must be housed in trafficable boxes supplied and installed by the developer's contractor to match the FSL.

General

For information on TasWater development standards, please visit

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

For application forms please visit

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

Important Notice Regarding Plumbing Plans and Associated Costs

The SPAN includes references to documents submitted as part of the application. These plans are acceptable for planning purposes only and are subject to further detailed assessment and review during the next stage of the development proposal.

TasWater's assessment staff will ensure that the design contains sufficient detail to assess compliance with relevant codes and regulations. Additionally, the plans must be clear enough for a TasWater contractor to carry out any water or sewerage-related work.

Depending on the nature of the project, your application may require Building and/or Plumbing permits or could be exempt from these requirements. Regardless, TasWater's assessment process and associated time are recoverable through an assessment fee.

Please be aware that your consultant may need to make revisions to their documentation to ensure the details are fit for construction. Any costs associated with updating these plans should be discussed directly with your consultant.

Service Locations

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

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

56W Consent

The plans submitted with the application for the Certificate for Certifiable Work (Building) and/or (Plumbing) will need to show footings of proposed buildings located over or within 2.0m from TasWater pipes and will need to be designed by a suitably qualified person to adequately protect the integrity of TasWater's infrastructure, and to TasWater's satisfaction, be in accordance with AS3500



Part 2.2 Section 3.8 to ensure that no loads are transferred to TasWater's pipes. These plans will need to also include a cross sectional view through the footings which clearly shows;

- a. Existing pipe depth and proposed finished surface levels over the pipe;
- b. The line of influence from the base of the footing must pass below the invert of the pipe and be clear of the pipe trench and;
- c. A note on the plan indicating how the pipe location and depth were ascertained.
- d. The location of the property service connection and sewer inspection opening (IO).

Declaration

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



DEVONPORT CITY COUNCIL

ABN: 47 611 446 016

PO Box 604 Devonport TAS 7310 – 137 Rooke Street, Devonport

Telephone 03 6424 0511

Email council@devonport.tas.gov.au Web www.devonport.tas.gov.au

PLANNING PERMIT APPLICATION FORM

Devonport City Council
Land Use Planning and Approvals Act 1993 (LUPAA)
Tasmanian Planning Scheme – Devonport 2020

Use or Development Site

Development Address

33 Murray Street
East Devonport 7310

Certificate of Title Reference No.:

166294/2

Applicant's Details

Who is applying

Company

Company Name

Culburra Pty Ltd

ACN

076286998

Postal Address

609 Sandy Bay Road
Hobart, Tasmania 7005
Australia

Telephone

0419538021

Email

cfulton@ewre.com.au

Do you own the property that is being developed?

Yes



Assessment of an application for a Use or Development

Sufficient information must be provided to enable assessment against the requirements of the planning scheme.

What is proposed?

Visitor/Short Stay Accommodation

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.

Value of use and/or development

\$ 0.00

Upload Files

The following information and plans must be provided as part of an application unless the planning authority is satisfied that the information or plan is not relevant to the assessment of the application:

Upload copy of certificate of title, including title plan and schedule of easements

- [FolioPlan-166294-2.pdf](#)

A site analysis and site plan showing:

- The existing and proposed use(s) on the site
- The boundaries and dimensions of the site
- Topography including contours showing AHD levels and major site features
- Natural drainage lines, watercourses and wetlands on or adjacent to the site
- Soil type
- Vegetation types and distribution, and trees and vegetation to be removed
- The location and capacity of any existing services or easements on the site or connected to the site
- Existing pedestrian and vehicle access to the site
- The location of existing adjoining properties, adjacent buildings and their uses
- Any natural hazards that may affect use or development on the site



Submission Date: 17/05/2026

- Proposed roads, driveways, car parking areas and footpaths within the site
- Any proposed open space, communal space, or facilities on the site
- Main utility service connection points and easements
- Proposed subdivision lot boundaries, where applicable
- Details of any proposed fencing

Upload a detailed site plan that includes a floor plan, layouts and elevations

- [FolioPlan-166294-21.pdf](#)

Are you planning on constructing a building?

No

Are you proposing any landscaping?

No

Notification of Landowner/s

(s.52 Land Use Planning and Approvals Act,1993)

Who owns the land?

Individual / Company

I,

Colin Fulton

declare that the owner/s of the land has / have been notified of my intention to make this application.

Date

17/05/2026

Agreement

I apply for consent to carry out the development described in this application. I declare that all the information given is true and correct. I also understand that:

- if incomplete, the application may be delayed or rejected; and
- more information may be requested in accordance with s.54 (1) of LUPAA.

PUBLIC ACCESS TO PLANNING DOCUMENTS - DISCRETIONARY PLANNING APPLICATIONS (s.57 of LUPAA)

✓ I understand that all documentation included with a discretionary application will be made available for inspection by the public.

Privacy Policy

✓ I agree to the privacy policy of the Devonport City Council.

[Click Here to view our Privacy Policy \(Opens in a new tab\)](#)



Submission Date: 17/05/2026

Date

17/05/2026

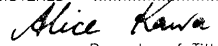
PRIVACY ACT The personal information requested on this form is being collected by Council for processing applications under the Land Use and Planning Approvals Act 1993 and will only be used in connection with the requirements of this legislation. Council is to be regarded as the agency that holds the information.



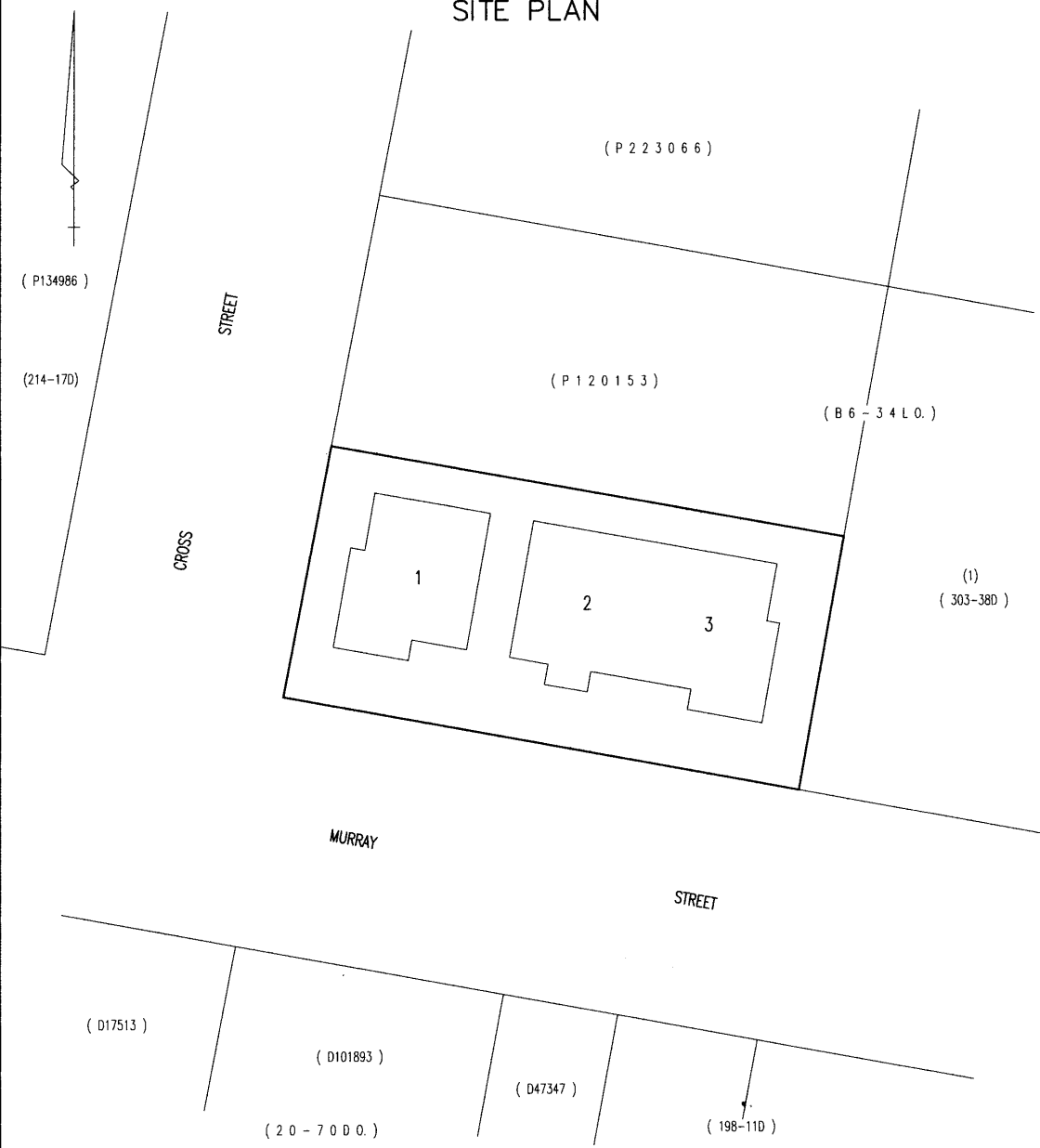
FOLIO PLAN

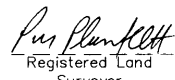
RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

CITY/TOWN OF DEVONPORT		STRATA PLAN SHEET 1 OF 3 SHEETS		Registered Number 166294	
SUBURB/LOCALITY EAST DEVONPORT				STRATA TITLES ACT 1998 REGISTERED 13 AUG 2013	
FOLIO REFERENCE F.R.224568/15		NAME OF STRATA SCHEME 33 MURRAY STREET, EAST DEVONPORT		 Recorder of Titles	
SITE COMPRISES THE WHOLE OF LOT 1 ON PLAN No. P.166293					
MAPSHEET MUNICIPAL CODE No.108 (4444-52)	LAST UPI No. JSX60	SCALE 1: 300	LENGTHS IN METRES		

SITE PLAN



NOTES: (i) ALL BUILDINGS ON THE SITE TO BE SHOWN ON SHEET 1. (ii) BUILDING TO SITE BOUNDARY OFFSETS OF LESS THAN 2.00 METRES TO BE SHOWN ON SHEET 1.		SEE PLAN-RELATED DOCS. Council Delegate _____ Date _____		 Registered Land Surveyor _____ Date 5/8/13	
STAGED/COMMUNITY DEVELOPMENT. SCHEME No. (IF APPLICABLE)		LODGED BY PAUL SULLIVAN			

STRATA PLAN		STRATA TITLES ACT 1998	Registered Number 166294
SHEET 2 OF 3 SHEETS		SEE PLAN-RELATED DOCS. Council Delegate Date	



Scale 1:200

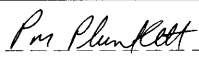
MURRAY STREET

CROSS STREET

All horizontal Lot boundaries are shown by heavy unbroken lines defined by :

- Site boundaries
- The centre of fence BC, EF, MN, DG & JP
- The outer face of eaves & guttering CDE & GHJ
- BA is the centre of fence CB extended
- The centreline of wall KL
- KH is the centreline of wall LK extended
- The face of brick LM
- Measurement where boundaries are open
- Measurements in brackets are for boundary fixation only

The vertical Lot boundaries extend from 2.00 metres below ground level to 8.00 metres above ground level .



 Registered Land Surveyor

5/8/13
 Date

PAGE 158

Sent: Wednesday, 10 June 2026 9:26 AM
To: townplanning@devonport.tas.gov.au
Subject: Attention: Chief Executive Officer

Categories: Town Planning

Attention: Planning Department Devonport City Council

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.

Yours sincerely



DEVONPORT CITY COUNCIL

ABN: 47 611 446 016

PO Box 604 Devonport TAS 7310 – 137 Rooke Street, Devonport

Telephone 03 6424 0511

Email council@devonport.tas.gov.au Web www.devonport.tas.gov.au

PLANNING PERMIT APPLICATION FORM

Devonport City Council
Land Use Planning and Approvals Act 1993 (LUPAA)
Tasmanian Planning Scheme – Devonport 2020

Use or Development Site

Development Address

17 Gatenby Drive
Miandetta 7310

Certificate of Title Reference No.:

167127/4

Applicant's Details

Who is applying

Company

Company Name

Murchison Pty Ltd

ACN

618 741 567

Postal Address

P.O Box 128
Devonport, Tas 7310
Australia

Telephone

0439919578

Email

mal@murchisonx.com.au

Do you own the property that is being developed?

Yes



Submission Date: 01/05/2026

Assessment of an application for a Use or Development

Sufficient information must be provided to enable assessment against the requirements of the planning scheme.

What is proposed?

Proposed New Dwelling & Shed

Description of how the use will operate

Residential Dwelling & Shed

Value of use and/or development

\$ 600,000.00

Upload Files

The following information and plans must be provided as part of an application unless the planning authority is satisfied that the information or plan is not relevant to the assessment of the application:

Upload copy of certificate of title, including title plan and schedule of easements

- [FolioText-167127-4.pdf](#)
- [FolioPlan-167127-4.pdf](#)

A site analysis and site plan showing:

- The existing and proposed use(s) on the site
- The boundaries and dimensions of the site
- Topography including contours showing AHD levels and major site features
- Natural drainage lines, watercourses and wetlands on or adjacent to the site
- Soil type
- Vegetation types and distribution, and trees and vegetation to be removed
- The location and capacity of any existing services or easements on the site or connected to the site
- Existing pedestrian and vehicle access to the site
- The location of existing adjoining properties, adjacent buildings and their uses
- Any natural hazards that may affect use or development on the site
- Proposed roads, driveways, car parking areas and footpaths within the site
- Any proposed open space, communal space, or facilities on the site
- Main utility service connection points and easements
- Proposed subdivision lot boundaries, where applicable
- Details of any proposed fencing

Upload a detailed site plan that includes a floor plan, layouts and elevations

- [0.-DA-MUR-2607-Gatenby.pdf](#)

Are you planning on constructing a building?

Yes



Submission Date: 01/05/2026

Where it is proposed to erect buildings, a detailed layout plan of the proposed buildings with dimensions showing:

- Setbacks of buildings to property (title) boundaries
- The internal layout of each building on the site
- The private open space for each dwelling
- External storage spaces
- Car parking space location and layout
- Elevations of every building to be erected
- The relationship of the elevations to natural ground level, showing any proposed cut or fill
- Shadow diagrams of the proposed buildings and adjacent structures showing the extent of shading of adjacent private open spaces and external windows of buildings on adjacent sites
- Materials and colours to be used on roofs and external walls

Are you proposing any landscaping?

No

Notification of Landowner/s

(s.52 Land Use Planning and Approvals Act,1993)

Who owns the land?

Individual / Company

I,
Malcolm Hingston

declare that the owner/s of the land has / have been notified of my intention to make this application.

Date

01/05/2026

Agreement

I apply for consent to carry out the development described in this application. I declare that all the information given is true and correct. I also understand that:

- if incomplete, the application may be delayed or rejected; and
- more information may be requested in accordance with s.54 (1) of LUPAA.

PUBLIC ACCESS TO PLANNING DOCUMENTS - DISCRETIONARY PLANNING APPLICATIONS (s.57 of LUPAA)

✓ I understand that all documentation included with a discretionary application will be made available for inspection by the public.

Privacy Policy

✓ I agree to the privacy policy of the Devonport City Council.



Submission Date: 01/05/2026

[Click Here to view our Privacy Policy \(Opens in a new tab\)](#)

Date

01/05/2026

PRIVACY ACT The personal information requested on this form is being collected by Council for processing applications under the Land Use and Planning Approvals Act 1993 and will only be used in connection with the requirements of this legislation. Council is to be regarded as the agency that holds the information.



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

VOLUME 167127	FOLIO 4
EDITION 4	DATE OF ISSUE 02-Oct-2020

SEARCH DATE : 25-May-2021

SEARCH TIME : 08.06 PM

DESCRIPTION OF LAND

City of DEVONPORT

Lot 4 on Sealed Plan 167127

Derivation : Part of Lot 278, 500A-0R-0P Gtd. to Jocelyn Thomas

Prior CT 166314/7

SCHEDULE 1

M838747 TRANSFER to MURCHISON PTY LTD Registered
03-Sep-2020 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

SP167127 EASEMENTS in Schedule of Easements

SP167127 FENCING PROVISION in Schedule of Easements

SP166314 FENCING PROVISION in Schedule of Easements

SP153936 SEWERAGE AND/OR DRAINAGE RESTRICTION

E234372 MORTGAGE to Westpac Banking Corporation Registered
02-Oct-2020 at noon

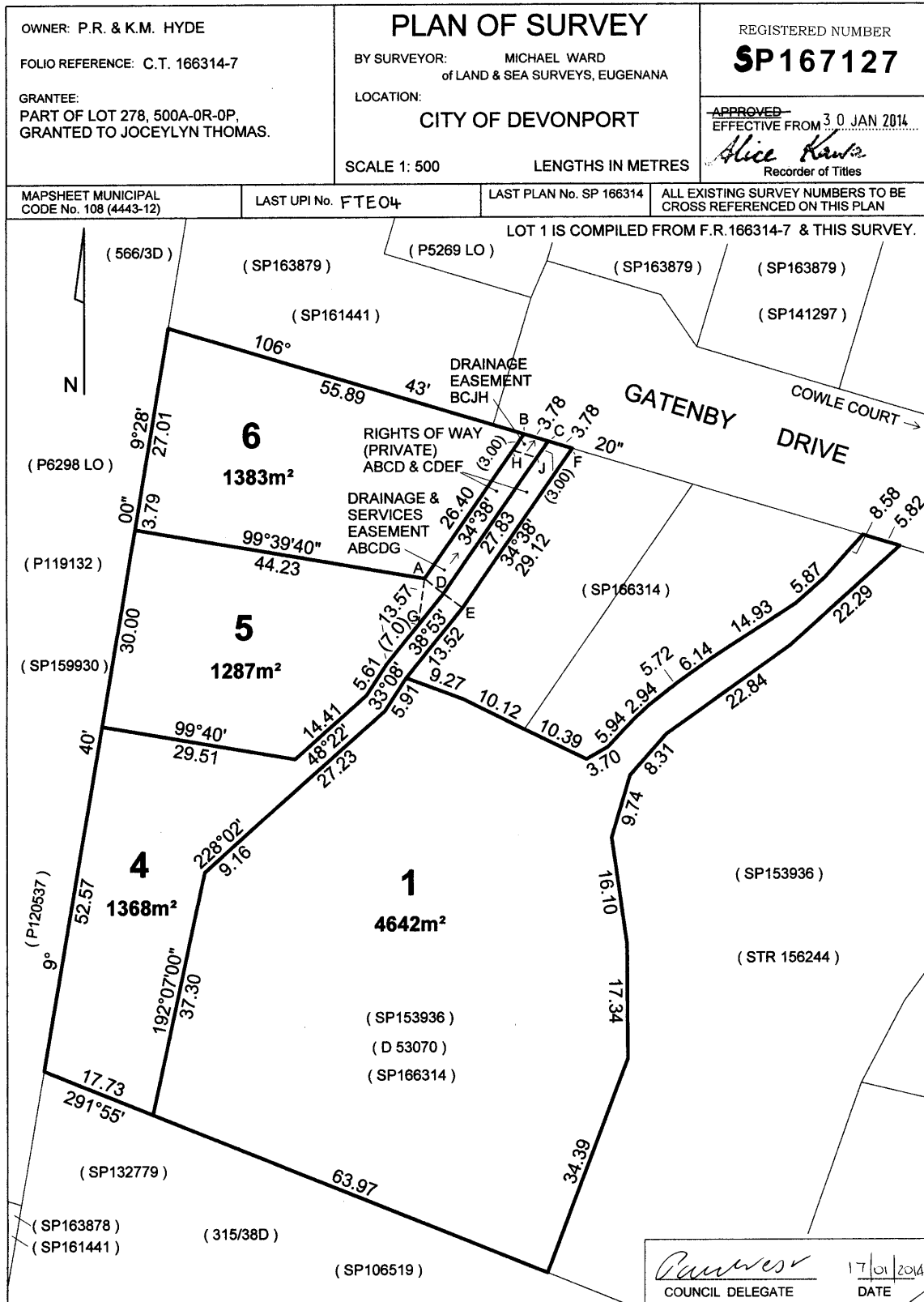
UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980





PROPOSED NEW DWELLING & SHED - 17 GATENBY DRIVE, MIANDETTA

Murchison Pty Ltd.

PROJECT N°: MUR - 2607

SITE INFORMATION

SITE AREA: 1368.0 m²

WIND SPEED: N2
CLIMATE ZONE: 7
SOIL CLASSIFICATION: CLASS M
BUSHFIRE ATTACK LEVEL: BAL N/A
ALPINE AREA: N/A
CORROSION ENVIRONMENT: CATEGORY C2

FLOOR AREAS

PROPOSED FLOOR AREA: 211.8 m² (22.8 SQUARES)
ALFRESCO/DECK AREA: 34.3 m²

SHED AREA: 180.0 m²

DRAWING SCHEDULE

- A00 Cover Page
- A01 Site Plan
- A02 Shed Details
- A03 Dwelling Floor Plan
- A04 Elevations 1 of 2
- A05 Elevations 2 of 2

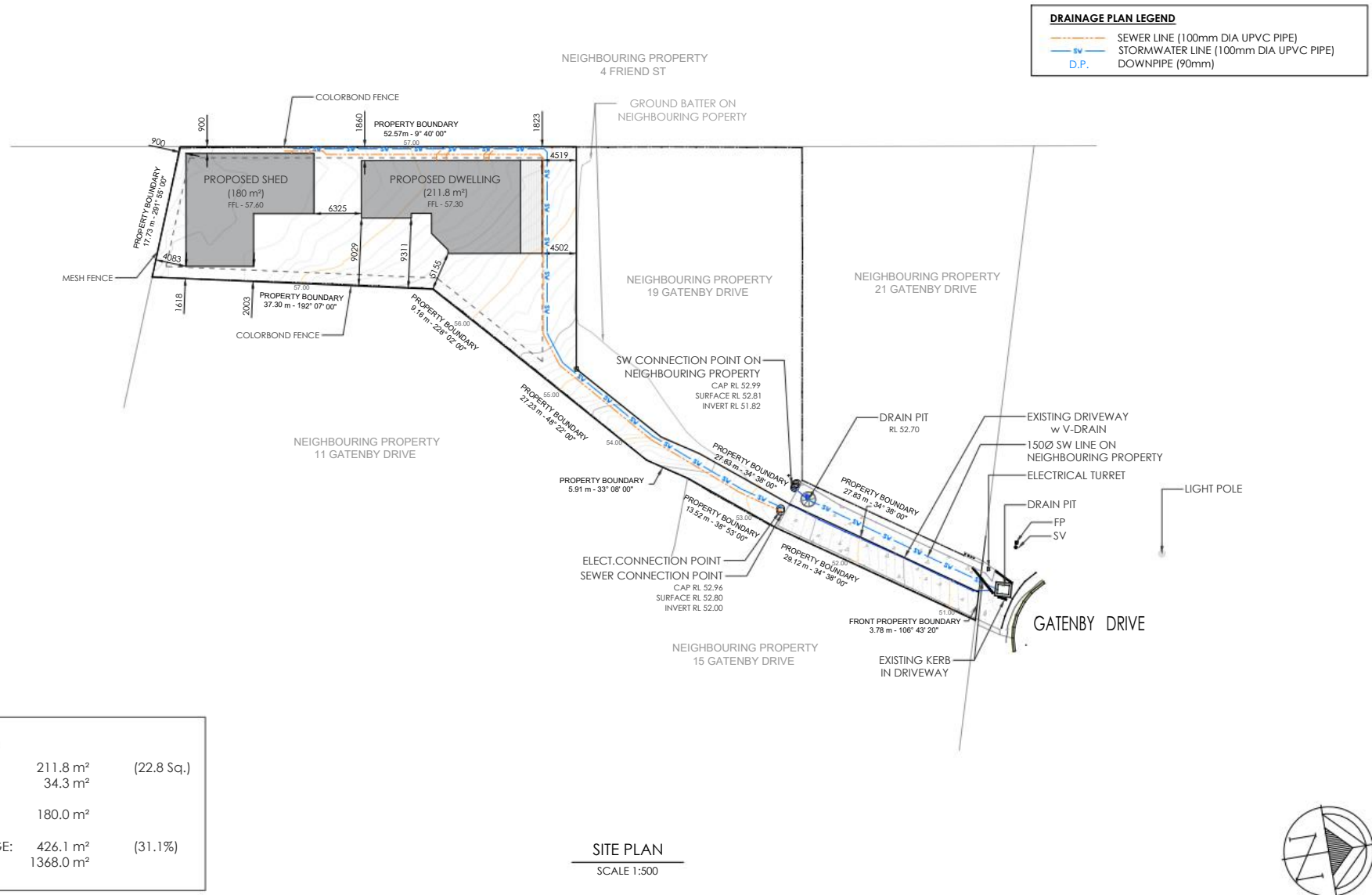


PROPOSED NEW DWELLING & SHED - 17 GATENBY DRIVE, MIANDETTA

Murchison Pty Ltd.
PROJECT N°: MUR - 2607

DEVELOPMENT APPLICATION

VOL - 167127
FOLIO - 4



<u>SITE AREA:</u>		
DWELLING:	211.8 m ²	(22.8 Sq.)
DECK:	34.3 m ²	
SHED:	180.0 m ²	
SITE COVERAGE:	426.1 m ²	(31.1%)
SITE AREA:	1368.0 m ²	

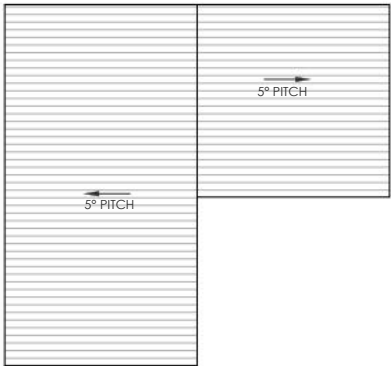
SITE PLAN
SCALE 1:500



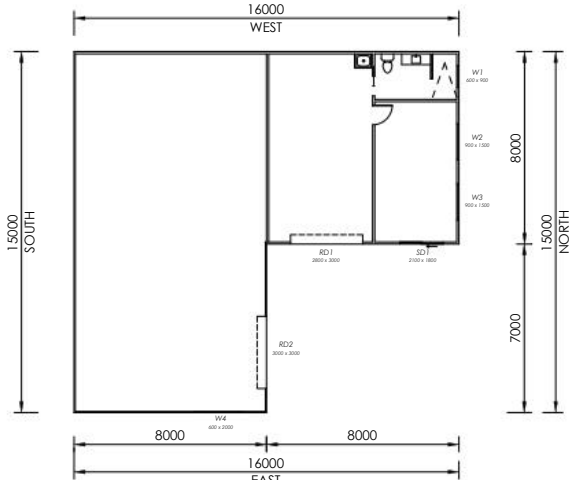
Attachment 4.3.1 Application PA2026.0064 - 17 Gatenby Drive

NOTE:

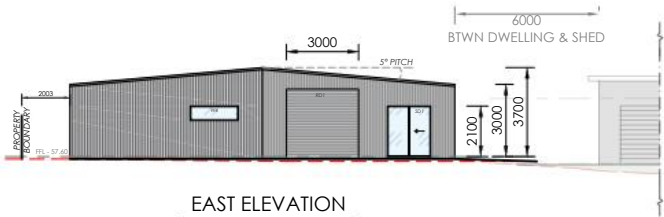
SEE PROVIDED SHED PLANS FOR ADDITIONAL INFORMATION.



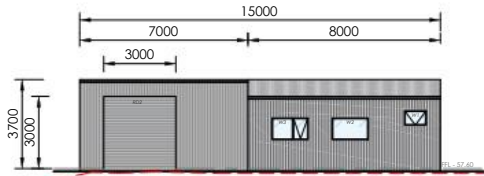
ROOF PLAN



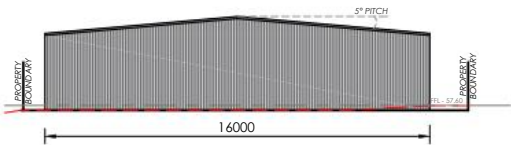
SHED LAYOUT



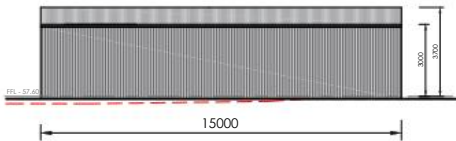
EAST ELEVATION



NORTH ELEVATION



WEST ELEVATION



SOUTH ELEVATION

FLOOR AREA:
SHED: 180.0 m²

SHED DETAILS
SCALE 1:200



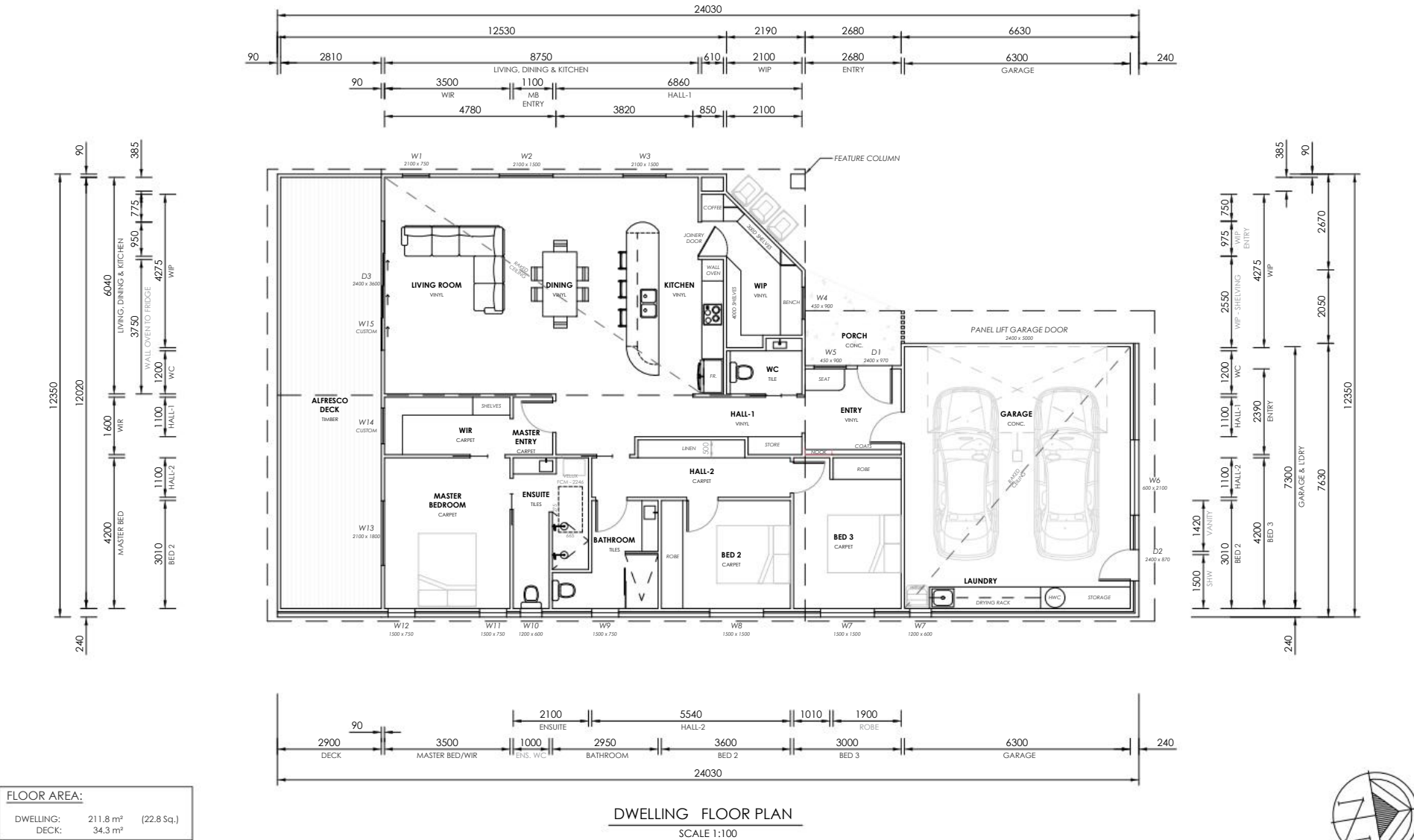
Murchison Pty Ltd
P.O. Box 128, Devonport 7310
ABN: 35 618 741 567
Licence No. 539021287
pH: 0421 189 569
18queel@murchison.com.au

PROPOSED NEW DWELLING & SHED

CLIENT(s): Murchison Pty Ltd.
PROJECT ADDRESS: 17 Gatenby Drive, Miandetta
PROJECT N°: MUR - 2607

REVISIONS			SHED DETAILS				
REV.	DESCRIPTION	DATE	SCALE @ A3	DATE	DRAWN BY	CHECKED	SHEET N°.
A	Development Application	29.04.26	1:200	29.04.26	RI	RI	A02
B	Shed Details For DA	04.05.26					

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Murchison Pty Ltd

P.O. Box 128, Devonport 7310
ABN: 35 618 741 567
Licence No. 539021287

ph: 0421 189 569
t@mc@l@murchison.com.au

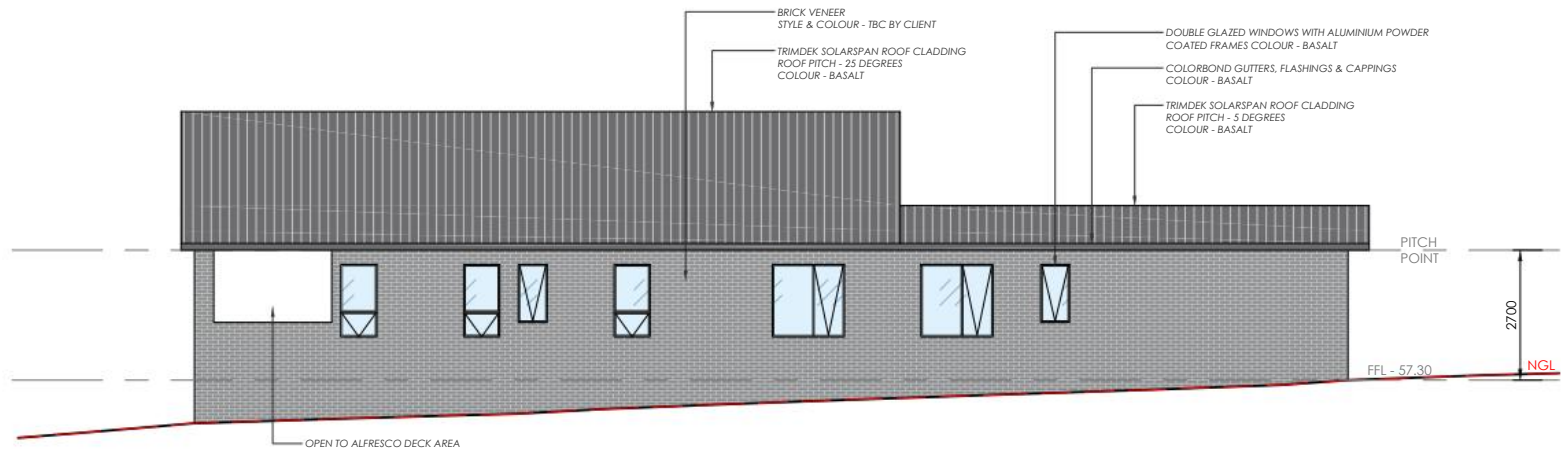
PROPOSED NEW DWELLING & SHED

CLIENT(s): Murchison Pty Ltd.
PROJECT ADDRESS: 17 Gatenby Drive, Miantetta
PROJECT N^o: MUR - 2607

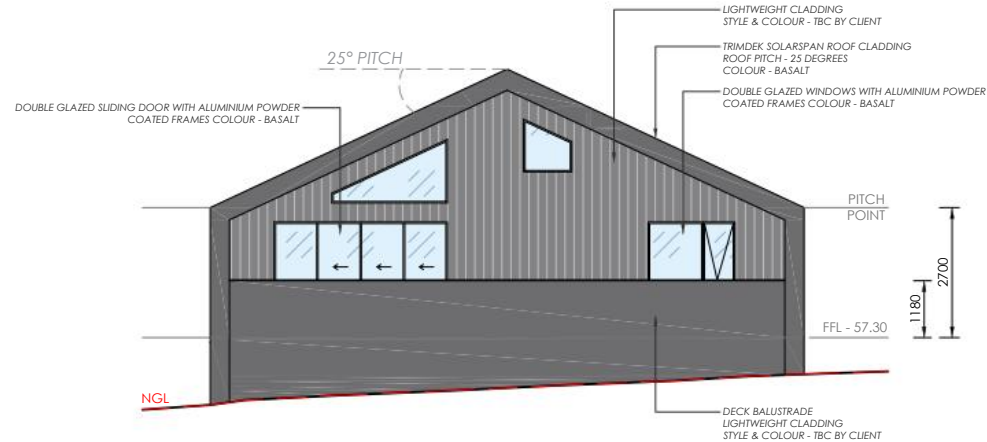
REVISIONS		
REV.	DESCRIPTION	DATE
A	Development Application	29.04.26

DWELLING FLOOR PLAN					
SCALE @ A3	DATE	DRAWN BY	CHECKED	SHEET N ^o .	
1:100	29.04.26	RI	RI	A03	
DEVELOPMENT APPLICATION ISSUE					
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WEST ELEVATION
SCALE 1:100

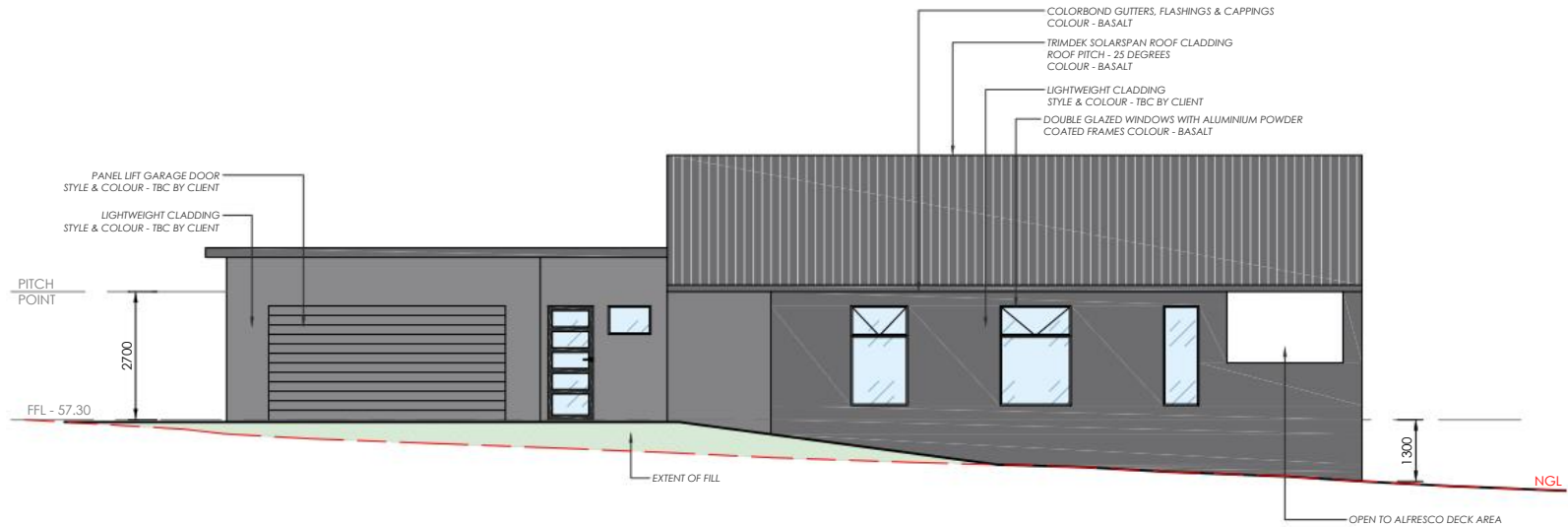


NORTH ELEVATION
SCALE 1:100

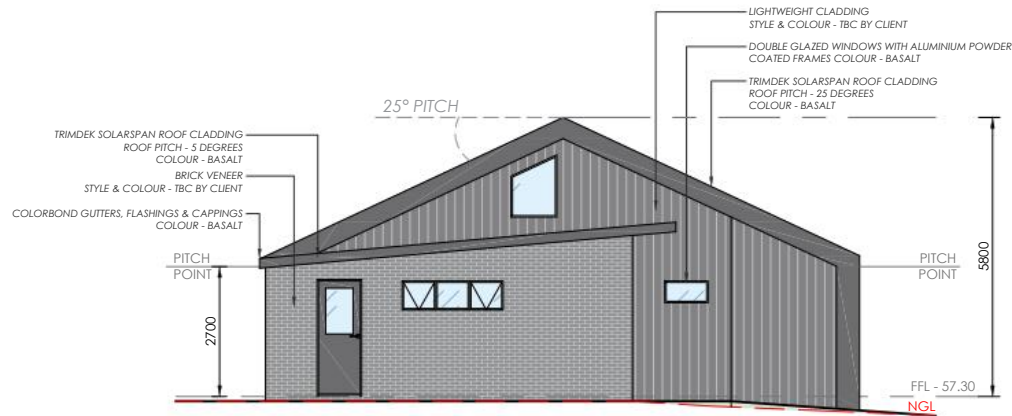


 Murchison Pty Ltd P.O. Box 128, Devonport 7310 ABN: 35 618 741 567 Licence No. 539021287 pH: 0421 189 569 tr@ueli@murchison.com.au	PROPOSED NEW DWELLING & SHED CLIENT(s): Murchison Pty Ltd. PROJECT ADDRESS: 17 Gatenby Drive, Miantetta PROJECT N°: MUR - 2607	REVISIONS			ELEVATIONS 1 OF 2				
		REV.	DESCRIPTION	DATE					
		A	Development Application	29.04.26					
					SCALE @ A3	DATE	DRAWN BY	CHECKED	SHEET N°.
			1:100	29.04.26	RI	RI	A04		
			DEVELOPMENT APPLICATION ISSUE						
			These drawings remain the property of Murchison Pty Ltd and must not be reproduced or used in any form without written permission © 2026. All contractors are to verify dimensions on site before commencing work. DO NOT SCALE FROM DRAWINGS. ALL DIMENSIONS IN MILLIMETERS UNLESS STATED OTHERWISE.						

EAST ELEVATION
SCALE 1:100



SOUTH ELEVATION
SCALE 1:100



Murchison Pty Ltd

P.O. Box 128, Devonport 7310
ABN: 35 618 741 567
Licence No. 539021287

PH: 0421 189 569
TRQUEL@murchison.com.au

PROPOSED NEW DWELLING & SHED

CLIENT(s): Murchison Pty Ltd.
PROJECT ADDRESS: 17 Gatenby Drive, Miandetta
PROJECT N^o: MUR - 2607

REVISIONS

REV.	DESCRIPTION	DATE
A	Development Application	29.04.26

ELEVATIONS 2 OF 2

SCALE @ A3	DATE	DRAWN BY	CHECKED	SHEET N ^o .
1:100	29.04.26	RI	RI	A05

DEVELOPMENT APPLICATION ISSUE
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From: Joshua Jones
Sent: Fri, 22 May 2026 04:11:34 +0000
To: council@devonport.tas.gov.au
Cc: Kerrie Murchie
Subject: Response to Development Application – 17 Gatenby Drive, Miandetta

Dear Sir/Madam,

Re: Development Application – 17 Gatenby Drive, Miandetta

Coast to Coast Strata acts as the Body Corporate Manager for the strata title complex located at 21 Gatenby Drive, Miandetta.

We write in response to the current development application relating to 17 Gatenby Drive. Through our investigations and dealings regarding ongoing site concerns, we note that both 17 and 19 Gatenby Drive appear to be owned by the same entity.

Over a considerable period, issues have arisen from previous earthworks at 17 and 19 Gatenby Drive. Specifically, substantial amounts of earth material, including rocks and dirt, have been left on site, which has resulted in excessive water runoff flowing directly into our strata title complex at 21 Gatenby Drive.

This runoff has created ongoing concerns for the owners and residents within the complex. Coast to Coast Strata has previously issued correspondence to the property owner outlining these concerns and has also provided a quote from a reputable plumbing contractor detailing recommended mitigation works to address the water runoff issues. To date, we have received no response to this correspondence.

While we do not object to the proposed development proceeding, we strongly request that the existing and ongoing stormwater and water runoff issues affecting 21 Gatenby Drive be appropriately addressed as part of the development approval and assessment process.

Further to this, we have commenced obtaining independent building inspection reports for the affected properties within our strata complex to determine the extent of any damage being caused by the ongoing water runoff from 17 and 19 Gatenby Drive. Should the matter remain unresolved, these reports may form part of future legal proceedings to seek remediation and resolution of the issue.

We respectfully ask that Council take these concerns into consideration during its assessment of the application and impose any conditions deemed necessary to ensure adequate stormwater management and protection of neighbouring properties.

Should you require any further information, please do not hesitate to contact our office.

Kind regards,

Joshua Jones

Director - North West Group Tasmania Pty Ltd
Co-Director - Coast to Coast Property Co Pty Ltd
Coast to Coast Strata | Coast to Coast Property Services
Coast to Coast Property Co Pty Ltd
Ph: 1800 222 787
E: joshua@c2cproperty.com.au
Tasmania: Burnie | Launceston | Sandy Bay
Victoria: St Kilda

Find out more: www.nwgtas.com





DEVONPORT
CITY COUNCIL



ANNUAL PLAN 2026/27

BUDGET SUMMARY

This Annual Plan outlines the initiatives Devonport City Council will deliver during the 2026/27 financial year to support the City's vision of being "a thriving regional City that lives lightly by river and sea." As the final year of the current Council term, the Plan focuses primarily on completing the priorities and commitments outlined in the Council's Term Plan 2022-26.

The most significant being the signature project of this current Council, the new Devonport Oval Stadium. During their term this Council has set the vision for a premier multi use facility, secured funding, completed design and are currently well advanced and on program with construction.

The 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.

Importantly it continues to provide a clear framework for maintaining high-quality community services, progressing numerous strategic projects, and investing in the infrastructure needed to support a growing and connected community. Budget estimates for FY 2026/27 have been prepared to ensure the resources are in place to deliver these outcomes, complete key initiatives, and leave a strong foundation for the incoming Council.



FINANCIAL POSITION

The financial position of Council remains strong, allowing a controlled approach to increasing cost pressures whilst continuing to invest significantly in long term future growth and prosperity. Council is in the enviable position of being able to develop the new \$60m Devonport Oval Stadium without any new loan borrowings.

This year the General Rate increase will be just under the Hobart inflation figure (CPI March qtr) at 4.75%. Changes in property valuations will see this increase impact differently across property classes with a greater burden on residential properties and less on commercial, industrial and primary production classes, due to residential properties having increased at a higher relative value, than others. In dollar terms, for the average residential property, the 4.75% represents an annual increase in the General Rate of \$114. 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.

The Operational Budget includes \$58.01m of expenditure to ensure Council continues to provide all the services expected

in a vibrant regional City. The provision of 533km of roads, footpaths and a growing network of shared pathways is Council's biggest expense with 21% of total rate income required to fund the network. This is followed by expenditure on Public Open Space which includes the maintenance and upkeep of the City's 63 Parks and Reserves and 14 sports grounds. The cost of waste management, with an emphasis on recycling and resource recovery for the betterment of future generations, continues to increase and requires 13% of rates and service charges in addition to the user fees.

In addition to core Council services, the budget invests significantly in arts, culture and events, allocating 11% of total rate revenue to these activities.

With income estimated at \$59.34m, the budget anticipates a net operating surplus of \$1.33m. After the removal of the non-cash share of profit due to Council's ownership in the Dulverton Regional Waste Management Authority, the estimated surplus reduces to \$0.308m.

WHAT WE DO: OUR ROLE

PROVIDER	3 Indoor Sports Venues 6 Cemeteries 5 Arts, Cultural & Convention Facilities 8 Car Parks Community Development Internal Services
REGULATOR	Development & Building Control Public Health Functions Animal Control
FACILITATOR	Economic Development Events Health & Well-being Community Partnership
ADVOCATE	Federal and State Funding Government Service Provision Sustainability Initiatives Political Representation

WHAT DO MY RATES PAY FOR?



FY27 ANNUAL PLAN ACTIONS

This Annual Plan identifies 33 targeted Actions, which will be a focus of the organisation over the next 12 months. The Actions are largely aimed at completing the priorities identified by this current Council and preparing and planning for the incoming Council and establishing their strategic direction for the next four year term.

STRATEGIC GOAL 1

- Implement and “go live” with the Pivot Systems Waste Transfer Station software.
- Review and update the Kelcey Tier Master Plan.
- Finalise and adopt a Build Nature in Strategy.
- Undertake review of commercial waste routes in Devonport.
- Introduce a more sustainable and efficient fuel source for pool heating at Splash Aquatic Centre.

STRATEGIC GOAL 2

- Undertake the 5-yearly review of the Local Provisions Schedule (LPS).
- Deliver place name and brand identity outcome for the city and region.
- Conduct a review of surplus assets to determine suitability for sale.
- Conduct an audit of insured assets.
- Progress the subdivision, design details and contractual documents for a multi-level commercial office building on Parcel A within the Formby Road Carpark Master Plan.
- Attract a developer and progress planning for a multi-level residential development on Parcel B within the Formby Road Carpark Master Plan.

STRATEGIC GOAL 3

- Commence implementation of the paranapple Convention Centre Business Plan.
- Launch new sound and light show content.
- Prepare for a major travelling exhibition in FY28, including securing additional sponsorship and developing a targeted marketing plan.
- Investigate options for increasing parking capacity in the southern end of CBD.
- Complete the extension of Fenton Way through to Oldaker Street and identify suitable development opportunities for the remaining land parcel within the Fenton Way precinct.
- Review and deliver a revised Tidal Festival Program.

STRATEGIC GOAL 4

- Develop Master Plans for Maidstone Park and Girdlestone Park.
- Complete construction phase of the Devonport Indoor Stadium project.
- Finalise operating model for the Devonport Indoor Stadium in readiness for opening.
- Review and update the Devonport Regional Gallery & Public Art Strategic Plan Renewal.
- Develop a campaign to increase dog registration compliance.
- Facilitate an “ageing well” event.
- Develop a Youth Strategy.
- Facilitate a new youth event.

STRATEGIC GOAL 5

- Develop a new four year Term Plan (2026-2030).
- Facilitate the induction of the new Council.
- Report and promote Council's outcomes and performance relative to the Term Plan 2022-2026.
- Undertake corporate review of Council Strategies to ensure relevance, identify opportunities for consolidation and commence preparations for new Strategic Plan.
- Enhance Customer Service with an AI Video Concierge for Council Services at the new Devonport Indoor Stadium.
- Complete and “go live” with Council's refreshed website.
- Develop a People Strategy in accordance with legislative requirements.
- Implement TechnologyOne CiA Property and Rating.

BUDGET ESTIMATES

The Estimated Statement of Comprehensive Income below reports the budgeted revenues and expenses calculated on an accrual basis. Figures exclude internal charges and classify revenue & expenses as per financial statements.

	<u>FY27 BUDGET</u>	<u>FY26 FORECAST</u>	<u>FY25 ACTUAL</u>
	\$000	\$000	\$000
RECURRENT INCOME			
Rates and Service Charges	40,101	37,890	36,024
Fees and User Charges	10,027	9,251	9,062
Grants - Operating	3,686	3,407	2,528
Contributions - Operating	49	79	180
Investment Revenue	3,028	3,839	3,393
Share of Profits of Associates	1,021	1,021	1,386
Other Revenue	1,427	1,140	1,484
TOTAL RECURRENT INCOME	59,339	56,727	54,057
EXPENSES			
Employee Benefits	18,789	17,611	15,880
Materials and Services	23,921	21,558	20,962
Depreciation	11,846	11,986	11,516
Financial Costs	1,684	1,429	1,391
Other Expenses	1,770	1,512	1,380
TOTAL EXPENSES	58,010	54,096	51,129
SURPLUS /(DEFICIT) BEFORE CAPITAL ITEMS	1,329	2,631	2,928
UNDERLYING RESULT	1,329	1,923	2,552
	<u>FY27 BUDGET</u>	<u>FY26 FORECAST</u>	<u>FY25 ACTUAL</u>
CAPITAL BUDGET			
Asset Renewal	17,243,900	11,433,250	9,949,170
New / Asset Upgrade Projects	16,251,600	10,216,853	6,405,856
Total Capital budget	33,495,500	21,650,103	16,355,026
EXTERNAL FUNDING			
Capital Grants	23,371,000	18,920,362	10,109,355
Sale of Assets	238,575	382,000	227,000
	23,609,575	19,302,362	10,336,355

Council has not planned for any new borrowings in the 2026/27 financial year. Full detailed budget reports are available on Council's website.

CAPITAL EXPENDITURE

Council's capital expenditure for the 2026/27 financial year totals \$33.5m, with the largest investment of \$24m allocated to the Devonport Sports Stadium Project. Other key projects include \$1m for replacement of the pool water heating system at Splash Aquatic Centre, \$0.2m for the Splash Aquatic Centre car park extension, and \$0.125m for replacement of the aquatic centre's HVAC system. \$3.18m has been allocated to safety and renewal road projects, including the reconstruction of Lillico Road, improvements

at the Elizabeth Street-Formby Road intersection and safety upgrades on Paloona Road. Extensions to the shared path network and general footpath improvements will total \$1.07m and include an important section of new shared path between Tarleton Street, Anchor Drive and Reg Hope Park. Community projects also include \$0.063m for a fenced off-leash dog exercise area at the East Devonport Foreshore and \$0.06m for refurbishment of public toilets at Mersey Vale Cemetery.



Splash Aquatic Centre will receive \$1.325m for replacement of the pool water heating system, extension of the car park, and replacement of the centre's HVAC system.



\$24m towards construction of the Devonport Sports Stadium.



\$0.063m for a fenced off-leash dog exercise area at the East Devonport Foreshore.



\$0.2m for upgrades to roads, drainage and signage at the Spreyton Resource Recovery and Reuse Centre.



\$0.06m for refurbishment of public toilets at Mersey Vale Memorial Park.



\$0.10m for traffic management improvements at the Elizabeth Street-Formby Road intersection.

ESTIMATED STATEMENT OF FINANCIAL POSITION

The Estimated Statement of Financial Position reports the projected assets, liabilities and equity of Council, providing information for assessing Council's expected financial position.

	FY27 BUDGET \$000	FY26 FORECAST \$000	FY25 ACTUAL \$000
CURRENT ASSETS			
Cash and Cash Equivalents	25,338	40,182	47,763
Receivables	3,870	3,527	3,624
Other Assets	175	175	695
Available for Sale Assets	-	-	2,434
	<u>29,383</u>	<u>43,884</u>	<u>54,516</u>
NON-CURRENT ASSETS			
Receivables	162	193	224
Other Assets	-	-	-
Investment in TasWater	94,489	94,489	94,489
Investments in Associates	23,061	22,340	21,619
Property, Plant and Equipment	942,579	904,795	890,435
Right of Use Assets	634	693	768
	<u>1,060,925</u>	<u>1,022,510</u>	<u>1,007,535</u>
TOTAL ASSETS	<u>1,090,308</u>	<u>1,066,394</u>	<u>1,062,051</u>
CURRENT LIABILITIES			
Payables	6,629	6,629	6,718
Interest Bearing Liabilities	794	758	28,656
Provisions	2,609	2,609	2,627
Lease Liabilities	58	56	56
Contract Liabilities	3,789	3,790	20,047
	<u>13,879</u>	<u>13,842</u>	<u>58,104</u>
NON-CURRENT LIABILITIES			
Interest Bearing Liabilities	35,964	36,758	14,895
Provisions	325	325	514
Lease Liabilities	668	695	754
	<u>36,957</u>	<u>37,778</u>	<u>16,163</u>
TOTAL LIABILITIES	<u>50,836</u>	<u>51,620</u>	<u>74,267</u>
NET ASSETS	<u>1,039,472</u>	<u>1,014,774</u>	<u>987,784</u>
EQUITY			
Asset Revaluation Reserves	697,655	697,655	697,655
Other Reserves	18,094	18,094	18,094
Accumulated Surplus	323,723	299,025	272,035
TOTAL EQUITY	<u>1,039,472</u>	<u>1,014,774</u>	<u>987,784</u>

PUBLIC HEALTH OBJECTIVES

In accordance with Section 71 of the *Local Government Act 1993*, the Annual Plan is to include a summary of the principal strategies designed to achieve the Council's public health goals and objectives.

Devonport City Council is required to maintain high standards of public health protection as mandated by the *Local Government Act 1993*, *Public Health Act 1997*, *Food Act 2003*, *Burial and Cremation Act 2019*, *Litter Act 2007* and the *Environmental Management and Pollution Control Act 1994*. The Council aims to:

- Protect public health by inspecting and licencing all relevant public health & food businesses.
- Promote the education of food handlers and requirements for Food Safety Supervisors.
- Monitor and provide advice to the community on the quality of water used for recreational purposes.
- Provide a Sharps Disposal System to promote the proper disposal of needles and syringes.

- Manage complaints about environmental and public health issues, such as noise, smoke, waste and odour to address alleged breaches of legislation.
- Ensure compliance and monitoring of domestic on-site wastewater systems.
- Safeguard public health by minimising preventable illnesses through the implementation of the School-Based Immunisation Program for all secondary school students within the municipality, in alignment with the National Immunisation Program.

STRATEGIC PLANNING FRAMEWORK

This Annual Plan is part of Council's Strategic Planning Framework and should be read in conjunction with other documents as outlined below.



FINANCIAL BUDGET AT A GLANCE

The 2026/27 budget incorporates \$91,506,231 in estimated operational and capital expenditure.

Budget Summary	\$
Operational Budget	
Income	59,339,329
Expenditure	(58,010,731)
Operating surplus	1,328,598
 Underlying result	 1,328,598
Capital Budget	
Asset renewal	17,243,900
New / asset upgrade projects	16,251,600
Total Capital Budget	33,495,500
External Funding	
Capital Grants	23,371,000
Sale of assets	238,575
	23,609,575

Key Expenditure Allocations (inclusive of Federal and State Funding)

- \$21.0 million towards the Devonport Sports Stadium Project
- \$600,000 for Lillico Road - pavement reconstruction
- \$437,000 for Ronald St & Nicholls St new roundabout
- \$400,000 for the Stony Rise Rd, Don Rd to Lapthorne Close footpath
- \$252,000 for the Steele St & Sorell St - Intersection Safety upgrade
- \$240,000 for Tarleton St - Anchor Drive to Reg Hope Park footpath
- \$240,000 for Palloona Rd Safety Barrier West of Ahernes Rd
- \$100,000 for Spreyton Resource Recovery to upgrade roads, drainage and signage
- \$96,000 for Best St - Shared User Path Crossing upgrades

Estimated Borrowings

Council does not intend to increase borrowings in 2026/27. The total amount of borrowings as at 30 June 2027 are expected to be \$36.7 million.

Assets

Council's net asset are expected to increase by \$25 million over the year to \$1.039 billion as at 30 June 2027.

Full detailed budget reports are available on Council's website.

[Official \(contains sensitive information\)](#)

ESTIMATED STATEMENT OF COMPREHENSIVE INCOME

The Estimated Statement of Comprehensive Income, shown below, reports the budgeted revenues and expenses calculated on an accrual basis.

Estimated Statement of Comprehensive Income

	2026/27 Budget	2025/26 Forecast
	\$000	\$000
Recurrent income		
Rates and Service Charges	40,101	37,890
Fees and User Charges	10,027	9,251
Grants - Operating	3,686	3,407
Contributions - Operating	49	179
Investment Revenue	3,028	3,839
Share of Profits of Associates	1,021	1,021
Other Revenue	1,427	1,140
Total recurrent income	59,339	56,727
Expenses		
Employee Benefits	18,789	17,611
Materials and Services	23,921	21,558
Depreciation	11,846	11,986
Financial Costs	1,684	1,429
Other Expenses	1,770	1,512
Total expenses	58,010	54,096
Surplus /(deficit) before capital items	1,329	2,631
Capital & Other Items		
Capital Grants and Contributions	23,371	21,433
Loss on the disposal of assets/Donated assets	0	(707)
Total capital income	23,371	20,726
Surplus/(deficit)	24,700	23,357
Net loss on disposal	0	(707)
Underlying Surplus/(deficit)	1,329	1,922

Note: These figures include elimination of internal charges and changes to classification of revenue and expenses as per the financial statements.

Official (contains sensitive information)

ESTIMATED STATEMENT OF FINANCIAL POSITION

The Estimated Statement of Financial Position reports the projected assets, liabilities and equity of Council, providing information about the resources controlled by Council and other information which is useful for assessing Council's expected financial position.

Estimated Statement of Financial Position

	2026/27 Budget \$000	2025/26 Forecast \$000
Current Assets		
Cash and cash equivalents	25,338	40,182
Receivables	3,870	3,527
Other Assets	175	175
Available for Sale Assets	-	-
	29,383	43,884
Non-Current Assets		
Receivables	162	193
Other Assets	-	-
Investment in TasWater	94,489	94,489
Investments in Associates	23,061	22,340
Property, plant and equipment	942,579	904,795
Right of use assets	634	693
	1,060,925	1,022,510
TOTAL ASSETS	1,090,308	1,066,394
Current Liabilities		
Payables	6,629	6,629
Interest bearing liabilities	794	758
Provisions	2,609	2,609
Lease liabilities	58	56
Contract liabilities	3,789	3,790
	13,879	13,842
Non-Current Liabilities		
Interest bearing liabilities	35,964	36,758
Provisions	325	325
Lease liabilities	668	695
	36,957	37,778
TOTAL LIABILITIES	50,836	51,620
NET ASSETS	1,039,472	1,014,774
Equity		
Asset revaluation reserves	697,655	697,655
Other reserves	18,094	18,094
Accumulated surplus	323,723	299,025
TOTAL EQUITY	1,039,472	1,014,774

Official (contains sensitive information)

ESTIMATED STATEMENT OF CASH FLOWS

The Estimated Statement of Cash Flows reflects the estimated cash movements resulting from Council's operation for the year and its cash balance at the end of the year based on the projected cash position at the commencement of the year.

Estimated Statement of Cash Flows

	2026/27 Budget \$000	2025/26 Forecast \$000
Cash Flows from Operating Activities		
Rates and other user charges	49,979	46,705
Interest	1,144	1,840
Contributions - cash	48	178
Government grants and subsidies	3,686	3,407
Other receipts	1,427	1,140
Payments to suppliers and employees	(37,296)	(33,986)
Finance costs paid	(1,677)	(1,472)
Other Payments	(7,035)	(6,258)
Net cash flows from operating activities	10,276	11,554
Cash Flow from Investing Activities		
Payments for non current assets	(50,083)	(40,067)
Proceeds from sale of non current assets	200	350
Capital grants	23,371	24,357
Investment revenue from TasWater	1,528	1,420
Distribution from Associate	300	300
Other Investments	355	579
Loans to community organisations	31	26
Net cash used in investing activities	(24,298)	(13,035)
Cash Flow from Financing Activities		
Repayment of lease liabilities	(65)	(65)
Repayment of borrowings	(758)	(6,035)
Net cash from (or used in) financing activities	(823)	(6,100)
Net Increase (Decrease) in Cash Held	(14,845)	(7,581)
Cash at beginning of reporting period	40,182	47,763
Cash at end of Reporting Period	25,337	40,182

Official (contains sensitive information)

SERVICE UNIT SUMMARY REPORT

Corporate Operations	FY2027	FY2026
Recurrent income		
Rates and Service Charges	29,511,819	28,106,596
Fees and User Charges	134,636	146,480
Grants - Operating	3,426,048	3,176,999
Contributions - Operating	11,500	11,500
Investment Revenue	3,028,150	2,579,726
Other Revenue	330,446	301,692
Materials and Services	70,000	70,000
Share of profit of associates	1,021,000	1,021,000
Total recurrent income	37,533,599	35,413,993
Expenses		
Employee Costs	(9,457,455)	(8,862,959)
Materials and Services	(4,601,947)	(4,093,259)
Depreciation	(1,111,600)	(794,400)
Financial Costs	(623,841)	(513,096)
Levies & Taxes	(43,637)	(43,129)
Other Expenses	(776,943)	(553,657)
Internal Charges and Recoveries	11,467,998	10,564,763
Total expenses	(5,147,424)	(4,295,737)
Surplus /(deficit) before capital items	32,386,175	31,118,257
Property Management	FY2027	FY2026
Recurrent income		
Fees and User Charges	671,622	749,961
Materials and Services	68,000	38,000
Total recurrent income	739,622	787,961
Expenses		
Materials and Services	(527,279)	(447,200)
Depreciation	(367,900)	(324,700)
Financial Costs	(214,767)	(221,094)
Levies & Taxes	(175,783)	(136,045)
Internal Charges and Recoveries	(263,784)	(208,438)
Total expenses	(1,549,513)	(1,337,476)
Surplus /(deficit) before capital items	(809,891)	(549,515)

Market Square	FY2027	FY2026
Recurrent income		
Fees and User Charges	265,900	258,300
Other Revenue	5,000	5,000
Total recurrent income	270,900	263,300
Expenses		
Materials and Services	(148,140)	(147,940)
Depreciation	(85,500)	(56,100)
Financial Costs	(170,322)	(139,935)
Levies & Taxes	(61,409)	(59,390)
Other Expenses	-	-
Internal Charges and Recoveries	(38,105)	(37,572)
Total expenses	(503,476)	(440,937)
Surplus /(deficit) before capital items	(232,576)	(177,637)
Parking	FY2027	FY2026
Recurrent income		
Fees and User Charges	3,740,000	3,448,900
Other Revenue	500,000	380,000
Total recurrent income	4,240,000	3,828,900
Expenses		
Employee Costs	(517,606)	(449,222)
Materials and Services	(400,343)	(361,837)
Depreciation	(202,800)	(204,300)
Financial Costs	(340,308)	(279,871)
Levies & Taxes	(255,222)	(259,176)
Other Expenses	(370,000)	(330,000)
Internal Charges and Recoveries	(623,498)	(609,570)
Total expenses	(2,709,777)	(2,493,975)
Surplus /(deficit) before capital items	1,530,223	1,334,925

Buildings & Facilities	FY2027	FY2026
Recurrent income		
Fees and User Charges	28,500	-
Total recurrent income	28,500	-
Expenses		
Materials and Services	(555,667)	(466,153)
Depreciation	(99,000)	(71,600)
Levies & Taxes	(25,251)	(21,289)
Internal Charges and Recoveries	(367,740)	(292,630)
Total expenses	(1,047,658)	(851,672)
Surplus /(deficit) before capital items	(1,019,158)	(851,672)
 Public Open Space	 FY2027	 FY2026
Recurrent income		
Fees and User Charges	342,250	332,250
Materials and Services	6,000	6,000
Total recurrent income	348,250	338,250
Expenses		
Materials and Services	(568,348)	(495,817)
Depreciation	(2,125,600)	(1,802,900)
Financial Costs	(130,564)	(107,097)
Levies & Taxes	(121,816)	(125,019)
Internal Charges and Recoveries	(4,164,985)	(4,082,165)
Total expenses	(7,111,313)	(6,612,998)
Surplus /(deficit) before capital items	(6,763,063)	(6,274,748)

Roads	FY2027	FY2026
Recurrent income	-	-
Total recurrent income	-	-
Expenses		
Materials and Services	(702,467)	(848,527)
Depreciation	(4,697,000)	(4,869,000)
Financial Costs	(79,180)	(65,059)
Internal Charges and Recoveries	(4,526,491)	(3,903,754)
Total expenses	(10,005,139)	(9,686,340)
Surplus /(deficit) before capital items	(10,005,139)	(9,686,340)
 Stormwater	 FY2027	 FY2026
Recurrent income	-	-
Total recurrent income	-	-
Expenses		
Materials and Services	(90,000)	(15,000)
Depreciation	(1,714,800)	(1,983,300)
Internal Charges and Recoveries	(865,242)	(828,944)
Total expenses	(2,670,042)	(2,827,244)
Surplus /(deficit) before capital items	(2,670,042)	(2,827,244)

Waste Management	FY2027	FY2026
Recurrent income		
Rates and Service Charges	6,661,145	5,951,974
Fees and User Charges	1,650,000	1,378,000
Total recurrent income	8,311,145	7,329,974
Expenses		
Materials and Services	(4,083,740)	(4,034,660)
Depreciation	(87,000)	(53,200)
Levies & Taxes	(923,738)	(615,644)
Internal Charges and Recoveries	(2,790,713)	(2,575,450)
Total expenses	(7,885,191)	(7,278,954)
Surplus /(deficit) before capital items	425,954	51,020
 Economic Development	 FY2027	 FY2026
Recurrent income		
Fees and User Charges	-	-
Grants - Operating	110,000	-
Other Revenue	5,876	5,616
Total recurrent income	115,876	5,616
Expenses		
Employee Costs	(694,977)	(676,535)
Materials and Services	(212,720)	(95,720)
Internal Charges and Recoveries	(168,849)	(144,153)
Total expenses	(1,076,546)	(916,408)
Surplus /(deficit) before capital items	(960,670)	(910,792)

Building Regulatory Services	FY2027	FY2026
Recurrent income		
Fees and User Charges	265,000	231,000
Other Revenue	91,672	7,296
Total recurrent income	356,672	238,296
Expenses		
Employee Costs	(529,930)	(336,046)
Materials and Services	(7,405)	(7,555)
Internal Charges and Recoveries	(99,638)	(71,845)
Total expenses	(636,973)	(415,446)
Surplus /(deficit) before capital items	(280,301)	(177,150)
 Planning Services	 FY2027	 FY2026
Recurrent income		
Fees and User Charges	515,000	480,000
Total recurrent income	515,000	480,000
Expenses		
Employee Costs	(683,235)	(651,466)
Materials and Services	(38,930)	(49,330)
Internal Charges and Recoveries	(564,842)	(547,833)
Total expenses	(1,287,007)	(1,248,629)
Surplus /(deficit) before capital items	(772,007)	(768,629)

Community & Environmental Health Serv.	FY2027	FY2026
Recurrent income		
Fees and User Charges	80,000	77,250
Other Revenue	14,500	12,000
Total recurrent income	94,500	89,250
Expenses		
Employee Costs	(337,220)	(307,551)
Materials and Services	(16,425)	(15,825)
Internal Charges and Recoveries	(87,444)	(75,178)
Total expenses	(441,090)	(398,554)
Surplus /(deficit) before capital items	(346,590)	(309,304)
 Community Development & Engagement	 FY2027	 FY2026
Recurrent income		
Grants - Operating	9,800	89,800
Other Revenue	1,469	6,136
Total recurrent income	11,269	95,936
Expenses		
Employee Costs	(478,465)	(700,551)
Materials and Services	(130,240)	(60,140)
Depreciation	(3,700)	(3,700)
Internal Charges and Recoveries	(159,794)	(181,211)
Total expenses	(772,199)	(945,601)
Surplus /(deficit) before capital items	(760,930)	(849,665)

Customer Service	FY2027	FY2026
Recurrent income	-	-
Total recurrent income	-	-
Expenses		
Employee Costs	(363,202)	(424,175)
Materials and Services	(82,020)	(43,950)
Internal Charges and Recoveries	445,222	468,125
Total expenses	0	0
Surplus /(deficit) before capital items	0	0
 Community Financial Assistance	 FY2027	 FY2026
Recurrent income	-	-
Total recurrent income	-	-
Expenses		
Other Expenses	(320,500)	(325,700)
Internal Charges and Recoveries	(23,181)	(21,620)
Total expenses	(343,681)	(347,320)
Surplus /(deficit) before capital items	(343,681)	(347,320)

Recreation Development	FY2027	FY2026
Recurrent income		
Fees and User Charges	-	28,500
Grants - Operating	20,000	-
Other Revenue	-	3,000
Total recurrent income	20,000	31,500
Expenses		
Employee Costs	(188,127)	(204,701)
Materials and Services	(84,917)	(87,948)
Other Expenses	(150,000)	(240,500)
Internal Charges and Recoveries	(61,719)	(48,854)
Total expenses	(484,763)	(582,003)
Surplus /(deficit) before capital items	(464,763)	(550,503)
 Devonport Recreation Centre	 FY2027	 FY2026
Recurrent income		
Fees and User Charges	162,050	148,450
Total recurrent income	162,050	148,450
Expenses		
Employee Costs	(133,223)	(155,032)
Materials and Services	(225,577)	(199,035)
Depreciation	(117,700)	(132,000)
Levies & Taxes	(31,585)	(30,366)
Internal Charges and Recoveries	(264,422)	(264,422)
Total expenses	(772,507)	(780,855)
Surplus /(deficit) before capital items	(610,457)	(632,405)

East Devonport Recreation centre	FY2027	FY2026
Recurrent income		
Fees and User Charges	30,000	18,000
Total recurrent income	30,000	18,000
Expenses		
Employee Costs	-	-
Materials and Services	(64,520)	(52,355)
Depreciation	(43,600)	(30,000)
Levies & Taxes	(8,883)	(8,856)
Internal Charges and Recoveries	(73,214)	(75,074)
Total expenses	(190,217)	(166,285)
Surplus /(deficit) before capital items	(160,217)	(148,285)
 Splash Devonport Aquatic Centre	 FY2027	 FY2026
Recurrent income		
Materials and Services	216,719	158,400
Total recurrent income	216,719	158,400
Expenses		
Materials and Services	(804,559)	(711,157)
Depreciation	(573,700)	(531,700)
Financial Costs	(101,587)	(83,437)
Levies & Taxes	(53,416)	(53,650)
Internal Charges and Recoveries	(258,862)	(314,816)
Total expenses	(1,792,123)	(1,694,760)
Surplus /(deficit) before capital items	(1,575,404)	(1,536,360)

Paranaple Convention Centre	FY2027	FY2026
Recurrent income		
Fees and User Charges	1,595,000	1,150,000
Other Revenue	10,000	2,000
Total recurrent income	1,605,000	1,152,000
Expenses		
Employee Costs	(515,816)	(426,120)
Materials and Services	(1,218,807)	(1,021,132)
Depreciation	(246,700)	(183,500)
Levies & Taxes	(36,237)	(35,874)
Other Expenses	(60,000)	-
Internal Charges and Recoveries	(258,092)	(238,388)
Total expenses	(2,335,652)	(1,905,013)
Surplus /(deficit) before capital items	(730,652)	(753,013)
 Marketing & Events	 FY2027	 FY2026
Recurrent income		
Fees and User Charges	30,500	30,500
Contributions - Operating	37,000	37,000
Other Revenue	17,500	17,500
Total recurrent income	85,000	85,000
Expenses		
Employee Costs	(244,989)	(242,066)
Materials and Services	(621,160)	(558,975)
Depreciation	(1,200)	(1,200)
Internal Charges and Recoveries	(195,370)	(177,887)
Total expenses	(1,062,719)	(980,128)
Surplus /(deficit) before capital items	(977,719)	(895,128)

Paranaple Arts Centre	FY2027	FY2026
Recurrent income		
Fees and User Charges	405,000	347,000
Grants - Operating	80,000	80,000
Other Revenue	90,000	87,000
Total recurrent income	575,000	514,000
Expenses		
Employee Costs	(1,554,997)	(1,499,163)
Materials and Services	(630,826)	(493,943)
Depreciation	(227,900)	(96,800)
Levies & Taxes	(35,019)	(33,697)
Other Expenses	(20,000)	-
Internal Charges and Recoveries	(723,367)	(656,452)
Total expenses	(3,192,109)	(2,780,055)
Surplus /(deficit) before capital items	(2,617,109)	(2,266,055)
 Bass Strait Maritime Centre & Julie Burgess	 FY2027	 FY2026
Recurrent income		
Fees and User Charges	112,000	101,500
Grants - Operating	40,000	60,000
Total recurrent income	152,000	161,500
Expenses		
Employee Costs	(317,420)	(294,213)
Materials and Services	(165,609)	(131,205)
Depreciation	(112,500)	(91,900)
Financial Costs	(23,923)	(19,534)
Levies & Taxes	(9,099)	(9,073)
Other Expenses	(45,000)	(45,000)
Internal Charges and Recoveries	(271,441)	(227,101)
Total expenses	(944,991)	(818,026)
Surplus /(deficit) before capital items	(792,991)	(656,526)

Community Partnerships	FY2027	FY2026
Recurrent income	-	-
Total recurrent income	-	-
Expenses		
Materials and Services	(15,299)	(24,110)
Depreciation	(27,300)	(25,200)
Levies & Taxes	(5,115)	(4,812)
Other Expenses	(28,000)	(32,000)
Internal Charges and Recoveries	(44,680)	(43,483)
Total expenses	(120,394)	(129,605)
Surplus /(deficit) before capital items	(120,394)	(129,605)

Devonport City Council

2026/27 Fees & Charges

Council reserves the right to add to the list of fees and charges to incorporate any services or facilities that were not identified at the time of publication. All fees and charges are subject to change by Council.

Details	Indicator / Descriptor, e.g. hrs	GST	FY2026 Charge / Hire Rate Incl GST	Proposed FY2027 Charge / Hire Rate Incl GST
Parking Fees				
1 hour street meter fees (8.30am-6pm Mon-Fri & 8.30am-2pm Sat)	per hour	\$ 0.23	\$ 2.50	\$ 2.50
4 hour street meter fees (8.30am-6pm Mon-Fri & 8.30am-2pm Sat)	per hour	\$ 0.18	\$ 2.00	\$ 2.00
Formby Road Carpark fees (8.30am-6pm Mon-Fri & 8.30am-2pm Sat)	per hour	\$ 0.18	\$ 2.00	\$ 2.00
	per hour	\$ 0.18	\$ 2.00	\$ 2.00
Fourways Carpark fees (8.30am-6pm Mon-Fri & 8.30am-2pm Sat)	per hour	\$ 0.18	\$ 2.00	\$ 2.00
Edward Street Carpark fees (8.30am-6pm Mon-Fri & 8.30am-2pm Sat)	per hour	\$ 0.18	\$ 2.00	\$ 2.00
Fenton Way Carpark fees (8.30am-6pm Mon-Fri & 8.30am-2pm Sat)	per hour	\$ 0.18	\$ 2.00	\$ 2.00
Steele Street Carpark fees (8.30am-6pm Mon-Fri & 8.30am-2pm Sat)	per hour	\$ 0.18	\$ 2.00	\$ 2.00
Market Square Carpark (8.30am-6pm Mon-Fri)	per 30 minutes	\$ 0.10	\$ 1.10	\$ 1.10
Market Square Carpark (Saturday & Sunday)	per entry	\$ 0.18	\$ 2.00	\$ 2.00
Market Square Carpark (after 6.00pm, Monday - Sunday)	per entry	\$ 0.18	\$ 2.00	\$ 2.00
Market Square Carpark (top level all day parking Monday - Friday)	capped rate	\$ 0.55	\$ 6.00	\$ 6.00
Wenvoe Street Carpark fees ((8.30am to 6pm Mon – Fri, \$6 all day cap) flat charge of \$2.50 on Saturday)	per hour	\$ 0.18	\$ 2.00	\$ 2.00
Surcharge for credit card use on carpark machines	per transaction	\$ 0.02	\$ 0.20	\$ 0.20
Monthly permit (all Pay and Display carparks)	per month	\$ 14.55	\$ 160.00	\$ 160.00
Monthly Worker permits (Wenvoe, Payne Ave carpark) & (Roof of Market Square carpark)	per month	\$ 10.91	\$ 120.00	\$ 120.00
Reserved parking (conditions apply)	per year	\$ 98.18	\$ 1,080.00	\$ 1,080.00
Business meter permit (conditions apply)	per year	exempt	\$ 360.00	\$ 360.00
Reserved CBD street parking bay - short term (inc non metered bays)	per day	\$ 2.91	\$ 32.00	\$ 32.00
Reserved CBD street parking bay - long term (inc non metered bays)			by negotiation	by negotiation
Reserved carpark bay - one day	per day	\$ 1.27	\$ 14.00	\$ 14.00
Reserved carpark bay - long term			by negotiation	by negotiation
Resident Permit	per annum	exempt	\$ 15.00	\$ 15.00
Temporary Disabled Permit application fee	each	exempt	\$ 25.00	\$ 25.00
Parking Infringement Fines				
Infringement Notice - car parks and meters	each offence	exempt	.16 of penalty unit	.16 of penalty unit
Unpaid after 14 days and before 28 days	each offence	exempt	.27 of penalty unit	.27 of penalty unit
Parking offences paid after 28 days and before referral to Monetary Penalty Enforcement Service (MPES)	each offence	exempt	.55 of penalty unit	.55 of penalty unit
Admin fee for infringements withdrawn (MPES & other agencies)	each offence	exempt	\$ 60.00	\$ 70.00
* Penalty unit set by Department of Justice through the Penalty Units and Other Penalties Act 1987 for 2025/26 is \$213 from 1 July 2026 refer to https://www.justice.tas.gov.au/about/legislation/value_of_indexed_units_in_legislation				
Miscellaneous				
Right to Information request (25 Units)	per request	exempt	\$ 47.75	\$ 49.00
A4 photocopy	per page	\$ 0.09	\$ 1.00	\$ 1.00
A3 photocopy	per page	\$ 0.18	\$ 2.00	\$ 2.00
Licence fee (sub-licence)	per licence	\$ 100.00	\$ 1,100.00	\$ 1,100.00
Information search - administration fee	per hour	\$ 4.09	\$ 45.00	\$ 45.00
Request copy of rate notice	per notice	\$ 0.73	\$ 8.00	\$ 8.00
Local Government (Meeting Procedures) Regulations 2015				
Regulation 35 - fee payable for minutes of a meeting (1 unit) per pages	every 5 pages	exempt	\$ 1.91	\$ 1.96
Local Government (General) Regulations 2005				
Section 132 Certificates (30 units)	each	exempt	\$ 57.30	\$ 58.80
Section 337 Certificates (132.5 units)	each	exempt	\$ 253.08	\$ 259.70
Code of Conduct Complaint (50 units)	each	exempt	\$ 95.50	\$ 98.00
*Fee unit set by Department of Treasury and Finance through the Fee Units Act 1997 is \$1.96 from 1 July 2026				
Health Fees				
Food Act 2003				
Food Registration (Premises/State-wide/Mobile Food Businesses)				
Registration/Renewal - P1	per year	exempt	\$ 250.00	\$ 263.00
Registration/Renewal - P2	per year	exempt	\$ 190.00	\$ 200.00
Registration/Renewal - P3	per year	exempt	\$ 140.00	\$ 147.00
Registration - P1 (after 1st March)	six months	exempt	\$ 125.00	\$ 132.00
Registration - P2 (after 1st March)	six months	exempt	\$ 95.00	\$ 100.00
Registration - P3 (after 1st March)	six months	exempt	\$ 70.00	\$ 74.00

Notification - P3-N and P4	per application	exempt	no charge	no charge
Late payment fee - payment of renewal fee after 31 August	per application	exempt	Fee + 10%	Fee + 10%
Change of Risk Classification	per application	exempt	no charge	no charge
Temporary Food Stall Registration - per day	per application	exempt	\$ 45.00	\$ 48.00
Temporary Food Stall Registration - 2-4 day event	per application	exempt	\$ 90.00	\$ 95.00
Temporary Food Stall Registration (charity registered with the ACNC)	per application	exempt	no charge	no charge
Pre-purchase Inspection	per inspection	\$ 21.00	\$ 220.00	\$ 231.00
Non-compliance follow-up inspection	per inspection	exempt	\$ 195.00	\$ 205.00
Copy of previous inspection report - Search fee for providing copies of records - search for record type, including digital copy per email (non refundable if no records are found)	per application	exempt	\$40.00 plus \$2.00 per A4 \$4.00 per A3 or larger sheet for hard copies	\$45.00 plus \$2.00 per A4 \$4.00 per A3 or larger sheet for hard copies
Public Health Act 1997				
Place of Assembly Licences				
Specific Event	per application	exempt	\$ 180.00	\$ 189.00
Specific Event less than 72 hours prior to event	per application	exempt	\$ 270.00	\$ 284.00
Specific Event (charity registered with the ACNC)	per application	exempt	no charge	no charge
Public Health Risk Activities				
Premises Registration	per year	exempt	\$ 140.00	\$ 147.00
Skin Penetration Licence (per Operator)	per year	exempt	\$ 140.00	\$ 147.00
Late payment fee - payment of renewal fee after 31 August		exempt	Fee + 10%	Fee + 10%
Non-compliance follow-up inspection	per inspection	exempt	\$ 195.00	\$ 205.00
Pre-purchase Inspection	per inspection	\$ 21.00	\$ 220.00	\$ 231.00
Regulated Systems				
Cooling Towers/Warm Water System Registration	per year	exempt	\$ 180.00	\$ 189.00
Late payment fee - payment of renewal fee after 31 August		exempt	Fee + 10%	Fee + 10%
Other				
Recreation water collection and analysis	per sample	\$ 12.00	\$ 125.00	\$ 132.00
Swimming pool sample collection and analysis	per sample	\$ 15.82	\$ 165.00	\$ 174.00
Swimming pool re-sample collection and analysis (after non-compliant test)	per sample	\$ 17.73	\$ 185.00	\$ 195.00
Registration/renewal as private water supplier	per system	exempt	\$ 195.00	\$ 205.00
Registration/renewal as private water carrier	per vehicle	exempt	\$ 195.00	\$ 205.00
General				
Late payment fee - payment of renewal fee after 31 August		exempt	Fee + 10%	Fee + 10%
Street Trading				
Application fee	per year	exempt	\$ 40.00	\$ 42.00
Fee per m ² (signage and trade tables)	per m2	exempt	\$ 25.00	\$ 27.00
Fee per m2 (Alfresco Dining)	per m2	exempt		\$ 27.00
Application fee & Fee per m2 (charity registered with the ACNC)	per application	exempt		no charge
Late payment fee - payment of renewal fee after 30 September		exempt		Fee + 10%
Mobile Vending Permit - annual	per year	exempt	\$ 525.00	\$ 552.00
Mobile Vending Permit	3 months	exempt	\$ 275.00	\$ 289.00
Deposit for bollard key			\$ 50.00	\$ 50.00
Fire Hazards				
Administrative fee - (failure to comply with abatement notice)	each	\$ 29.09	\$ 305.00	\$ 320.00
Abatement of Fire Nuisance	each	applies	actual cost	actual cost
Animal Control				
Dog Registration by 31 July - fee per dog				
Male or female dog	per year	exempt	\$ 59.00	\$ 62.00
Desexed dog (evidence required)	per year	exempt	\$ 24.00	\$ 25.00
Working dog/Hunting dog (evidence required)	per year	exempt	\$ 32.00	\$ 33.00
Pure-breed dog - TCA Registered Breeding Prefix. Owners wishing to claim reduced fees for breeding dogs registered with the TCA must present relevant identification card and have Council planning approval to breed on their property.	per year	exempt	\$ 32.00	\$ 33.00
Greyhound referred to in the Dog Control Act 2000	per year	exempt	\$ 32.00	\$ 33.00
Obedience trained dog owned by members of a recognised dog training club when paid	per year	exempt	\$ 32.00	\$ 33.00
Dog owned by pensioner or concession card holder (one dog only) when paid	per year	exempt	\$ 17.00	\$ 18.00
Guide Dog for the Blind - Assistance Dogs	per year	N/A	no charge	no charge
Declared Dangerous Dog and Restricted Breeds	per year	exempt	\$ 285.00	\$ 295.00
Lifetime Registration (for the life of the dog) - dog must be desexed & microchipped (evidence to be provided). Refund policy - 50% refund within 3 years	lifetime	exempt	\$ 160.00	\$ 168.00
Registration fee for dog "adopted" from Dogs Home for balance of normal registration year		N/A	no charge	no charge
Dog Registration after 31 July - fee per dog				
Male or female dog	per year	exempt	\$ 80.00	\$ 85.00
Desexed dog (evidence required)	per year	exempt	\$ 35.00	\$ 40.00

Working dog/Hunting Dog (evidence required)	per year	exempt	\$ 43.00	\$ 50.00
Pure-breed dog - TCA Registered Breeding Prefix. Owners wishing to claim reduced fees for breeding dogs registered with the TCA must present relevant identification card and have Council planning approval to breed on their property.	per year	exempt	\$ 43.00	\$ 50.00
Greyhound referred to in the Dog Control Act 2000	per year	exempt	\$ 43.00	\$ 50.00
Obedience trained dog owned by members of a recognised dog training club when paid	per year	exempt	\$ 43.00	\$ 50.00
Dog owned by pensioner or concession card holder (one dog only) when paid:	per year	exempt	\$ 20.00	\$ 25.00
Guide Dog for the Blind - Assistance Dogs		N/A	no charge	no charge
Declared Dangerous Dog and Restricted Breeds	per year	exempt	\$ 300.00	\$ 350.00
Lifetime Registration (for the life of the dog) - dog must be desexed & microchipped (evidence to be provided). Refund policy - 50% refund within 3 years	lifetime	exempt	\$ 160.00	\$ 190.00
Registration fee for dog "adopted" from Dogs Home for balance of normal registration year		N/A	no charge	no charge
Kennel Licence Application Fee				
3-5 dogs	per application	exempt	\$ 90.00	\$ 95.00
>5 dogs	per application	exempt	\$ 125.00	\$ 130.00
Renewals (+ registration fee for each dog)	per application	exempt	\$ 60.00	\$ 65.00
Other			\$ -	\$ -
Replacement dog tag	per item	exempt	\$ 6.00	\$ 7.00
Complaints - dog causing a nuisance (refundable if offence verified)	per complaint	exempt	\$ 32.00	\$ 32.00
Purchase 'Dangerous Dog' sign	per item	\$ 6.36	\$ 70.00	\$ 70.00
Purchase 'Dangerous Dog' collar	per item	\$ 5.00	\$ 55.00	\$ 55.00
Planning Fees				
Planning Applications - new development or change of use				
Public Notification fee (added to fees where applicable)	per advertisement	exempt	\$ 370.00	\$ 420.00
No permit required certification - residential	per application	exempt	\$ 120.00	\$ 126.00
No permit required certification - non-residential	per application	exempt	\$ 335.00	\$ 352.00
Change of use or new development with a value less than \$40,000	per application	exempt	\$ 195.00	\$ 205.00
Permitted use or development with a value \$40,000 or greater (Section 58)	per application	exempt	\$300 plus \$1.00 per \$1,000.00 of value of the works. Maximum of \$600.00 for single dwelling development.	\$315 plus \$1.00 per \$1,000.00 of value of the works. Maximum of \$630.00 for single dwelling development.
Discretionary use or development with a value \$40,000 or greater (Section 57)	per application	exempt	\$635.00 plus \$1.00 per \$1,000.00 of value of the works. Maximum fee of \$1,400 applies to single dwelling development.	\$665.00 plus \$1.00 per \$1,000.00 of value of the works. Maximum fee of \$1,520 applies to single dwelling development.
Retrospective permit	per application	exempt	2 x normal fee	2 x normal fee
Subdivision (includes consolidation of lots)	per application	exempt	\$635 plus \$150.00 per lot (includes initial sealing fee)	\$665 plus \$155.00 per lot (includes initial sealing fee)
Boundary adjustment (no additional lots)	per application	exempt	\$635 (includes sealing fee)	\$665 (includes sealing fee)
Amend Permitted permit	per application	exempt	\$ 450.00	\$ 473.00
Amend Discretionary permit	per application	exempt	\$ 550.00	\$ 577.00
Planning Scheme Amendments				
Section 37	per application	exempt	\$ 3,300.00	\$ 3,400.00
Section 40T (combined amendment and permit application)	per application	exempt	\$ 3,300 plus DA fee	\$ 3,465 plus DA fee
Section 37 or Section 40T including PPZ, SAP or SSQ	per application	exempt	Standard fee plus \$2,200.00	Standard fee plus \$2,310.00
Tasmanian Planning Commission (TPC) Fees			\$ 382.00	confirm on application
Strata Titles Act 1998				
Certifying Strata Plans	per lot	exempt	\$ 180.00	\$ 189.00
Certifying Staged Strata Plans	per lot	exempt	\$ 230.00	\$ 242.00
Strata Scheme Amendment	per application	exempt	\$ 395.00	\$ 415.00
Landscape Reinspection	per inspection	exempt	\$ 130.00	\$ 137.00
Local Government (Building and Miscellaneous Provisions) Act 1993				
Adhesion Order - Section 110	per application	exempt	\$ 410.00	\$ 430.00
Sealed Plan Amendments - Section 103 - up to 6 lots	per application	exempt	\$ 410.00	\$ 430.00
Sealed Plan Amendments - Section 103 - more than 6 lots	per application	exempt	\$ 595.00	\$ 625.00
Certification of exempt subdivision - Section 115	per application	exempt	\$ 310.00	\$ 326.00

Miscellaneous certifiable documents	per application	exempt	\$ 410.00	\$ 430.00
Miscellaneous				
Planning permit extension - Section 53 LUPAA	per application	exempt	\$ 410.00	\$ 430.00
Part 5 Agreement - Section 71 LUPAA	per application	exempt	\$ 410.00	\$ 430.00
Request for a copy of planning permit	per application	exempt	\$ 60.00	\$ 63.00
Cancellation/Withdrawal of Planning Applications				
Initial application administrative processing completed: receipting, file creation, allocation, etc	per application		25% of application fee	25% of application fee
Referrals sent, correspondence prepared, consultation occurred	per application		50% of application fee	50% of application fee
Internal referrals completed, additional information and/or amended plans received, advertising (when required) completed and/or draft report substantially commenced	per application		75% of application fee	75% of application fee
Draft report completed	per application		100% of application fee	100% of application fee
Engineering Services assessment & inspections of Subdivisions				
Residential subdivision construction - Roadworks	per subdivision	exempt	\$850 + \$50 per lot	\$950 + \$50 per lot
Residential subdivision construction - Drainage	per subdivision	exempt	\$450 + \$50 per lot	\$500 + \$50 per lot
Industrial / Commercial subdivision	per subdivision	exempt	1.5% of the value of Council assets / infrastructure works	1.5% of the value of Council assets / infrastructure works
Building Fees (Permit Authority)				
New Development				
Application for Building Permit (includes administration fee and certificate of completion)				
Class 10	per application	exempt	\$ 320.00	\$ 336.00
Class 1	per application	exempt	\$ 460.00	\$ 483.00
Class 2-9 (<500m ²)	per application	exempt	\$ 460.00	\$ 483.00
Class 2-9 (>500m ²)	per application	exempt	\$ 490.00	\$ 515.00
Amended Plans Class 1 & 10	per application	exempt	\$ 120.00	\$ 126.00
Amended Plans Class 2 to 9	per application	exempt	\$ 200.00	\$ 210.00
Issue of Food Premises Verification (Form 49 Environmental Health Officer Report for Building Permit)	per assessment	exempt	\$ 200.00	\$ 210.00
Issue of Food Premises Verification (Form 50 Environmental Health Officer Occupancy Report) - includes 1 inspection	per assessment	exempt	\$ 200.00	\$ 210.00
Additional inspection (Form 50)	per inspection	exempt	\$ 195.00	\$ 205.00
Permit Extension and Renewals				
1 st extension for 6, 9 or 12 months	per application	exempt	\$ 160.00	\$ 168.00
2 nd extension for 6, 9 or 12 months (and any subsequent extension thereafter)	per application	exempt	\$ 210.00	\$ 220.00
Building Permit Renewal	per application	exempt	\$ 320.00	\$ 336.00
Miscellaneous				
Demolition (without rebuild, includes completion certificate)	per application	exempt	\$ 310.00	\$ 326.00
Building Certificate - includes administration and certificate (Applicant to engage their own Building Surveyor)	per application	exempt	\$ 220.00	\$ 231.00
Cancellation of Building Permit (non-refundable component)	per application	exempt	\$ 220.00	\$ 231.00
Permit/certificate of substantial compliance for work carried out by previous owner = normal class fee	per application	exempt	Fee for class	Fee for class
Permit/certificate of substantial compliance for work carried out by current owner = 2 x normal class fee	per application	exempt	2 x class fee	2 x class fee
Copies of Records				
Search fee for providing copies of records - search for record type, including digital copy per email (non refundable if no records are found)	per application	exempt	\$40.00 plus \$2.00 per A4 \$4.00 per A3 or larger sheet for hard copies	\$45.00 plus \$2.00 per A4 \$4.00 per A3 or larger sheet for hard copies
Reissue of building and plumbing permit documents	per application	exempt	\$ 40.00	\$ 45.00
Receipt of Documents				
Receipt of a Certificate of Likely Compliance (Notifiable Building or Demolition Work)	per notification	exempt	\$ 180.00	\$ 189.00
Receipt of amended documents or extensions of time (Notifiable Building or Demolition Work)	per notification	exempt	\$ 180.00	\$ 189.00
Notice of Proposed Protection Work, Dispute Relating to Protection Works, or Lodgement of Protection Work Plans	per notification	exempt	\$ 130.00	\$ 137.00
Receipt of notice of low risk notifiable building works	per notification	exempt	\$ 130.00	\$ 137.00
Building Levies				

As prescribed under Part 3 of the Building and Construction Industry Training Fund Act 1990 which applies for value of work more than \$20,000	per application/ notification	exempt	0.2% of estimated costs or works	
As prescribed under Section 270 of the Building Act 2016 which applies for value of work \$20,000 or more	per application/ notification	exempt	0.1% of estimated costs of works	
Plumbing/Drainage Fees				
New Development				
Building Classes 1 and 2-9 (for both permit work and notifiable work) in a sewerage area (fee includes assessment of sewer connection, piping in, certificate of completion and administration). Includes assessment inspection of plumbing work.	per application	exempt	\$ 590.00	\$ 620.00
Building Classes 1 and 2-9 Notifiable Plumbing Work in a non-sewered area (fee includes assessment of sewer connection, stormwater, piping in, special plumbing permit, certificate of completion and administration). Includes assessment inspection of plumbing work.	per application	exempt	\$ 740.00	\$ 777.00
Additional Fee for multiple dwellings - fee per dwelling	per additional dwelling	exempt	\$ 460.00	\$ 483.00
New Building Class 10 (Includes stormwater assessment)	per application	exempt	\$ 340.00	\$ 357.00
New Building Class 10 (Includes stormwater assessment) with sanitary facilities	per application	exempt	\$ 470.00	\$ 494.00
Receipt of amended plumbing plans or documents (Class 1 & 10)	per application	exempt	\$ 120.00	\$ 126.00
Receipt of amended plumbing plans or documents (Class 2 - 9)	per application	exempt	\$ 200.00	\$ 210.00
Non-compliance follow-up inspection	per application	exempt	\$ 195.00	\$ 205.00
Extension of plumbing approvals and renewals				
1st extension for consent to continue notifiable plumbing work if not completed within 2 years from date of start work authorisation for 6, 9 or 12 months	per application	exempt	\$ 160.00	\$ 168.00
2nd extension for consent to continue notifiable plumbing work if not completed within 2 years from date of start work authorisation for 6, 9 or 12 months (and any subsequent extension thereafter)	per application	exempt	\$ 210.00	\$ 220.00
1st extension of plumbing permit for 6, 9 or 12 months	per application	exempt	\$ 160.00	\$ 168.00
2nd extension of plumbing permit for 6, 9 or 12 months (and any subsequent extension thereafter)	per application	exempt	\$ 210.00	\$ 220.00
Plumbing Permit renewal fee	per application	exempt	\$ 320.00	\$ 336.00
Additions and alterations Classes 1 and 2-9 in a sewerage area				
Administration/Certificate	per application	exempt	\$ 225.00	\$ 236.00
plus Sewer Drainage (if applicable)		exempt	\$ 120.00	\$ 126.00
plus Stormwater Drainage + \$15.00 per downpipe/or pit		exempt	\$ 120.00	\$ 126.00
plus Water Piping (if applicable)		exempt	\$ 140.00	\$ 147.00
plus Plumbing Permit (Septic/AWTS) (if applicable and includes inspection fee)		exempt	\$ 360.00	\$ 378.00
Other fees				
Application for Plumbing Permit (e.g. trade waste, backflow prevention device)	per application	exempt	\$ 190.00	\$ 620.00
Plumbing permit for unapproved work - current owner = 2x normal fee	per application	exempt	2 x Fee	2 x Fee
Plumbing permit for unapproved work - previous owner = 1x normal fee	per application	exempt	Normal fee	Normal fee
Additional or Re-inspections	per inspection	exempt	\$ 190.00	\$ 200.00
Inspection fee and completion certificate for buildings to be strata titled	per application	exempt	\$ 120.00	\$ 126.00
Cancellation of Plumbing Permit (non-refundable component)	per application	exempt	\$ 225.00	\$ 236.00
Stormwater drainage + \$15 per downpipe or pit	per application	exempt	\$ 120.00	\$ 126.00
Sewer drainage	per application	exempt	\$ 120.00	\$ 126.00
Inspection of low risk notifiable plumbing work	per inspection	exempt	\$ 140.00	\$ 147.00
Strata Inspection if applicable	per unit	exempt	\$ 140.00	\$ 147.00
Copy of plans (as constructed) - Search fee for providing copies of records - search for record type, including digital copy per email (non refundable if no records are found)	per application	exempt	\$ 40.00	\$ 45.00
Reissue of building and plumbing permit documents	per application	exempt	\$ 45.00	\$ 45.00
Registration of on-site backflow prevention devices	per notification	exempt	\$ 75.00	\$ 79.00
Receipt of notice of low risk notifiable plumbing works	per notification	exempt	\$ 130.00	\$ 137.00
Connection of Stormwater				
Quotation provided upon request	per connection	applies	TBA on request	TBA on request
Cemeteries				
Burials				

Plot - Adult (over 15 years) includes plaque installation Devonport residents eligible for \$750 discount on listed fee	each	\$ 245.45	\$ 2,950.00	\$ 3,100.00
Double depth burial (this fee is in addition to the normal burial fees and includes the right to a further burial in this spot) - N/A for Sections 17 and 19, refer to funeral directors for confirmation	each	\$ 35.45	\$ 370.00	\$ 390.00
Plot - Child (4-15 years) includes plaque installation	each	\$ 51.82	\$ 920.00	\$ 970.00
Plot - Child (0-3 years) includes plaque installation	each	\$ 50.91	\$ 730.00	\$ 760.00
Reservation fee - Burial Plot (non refundable)	each	\$ 81.82	\$ 890.00	\$ 900.00
Saturday charge	additional	\$ 136.36	\$ 1,400.00	\$ 1,500.00
Exhumation (includes EHO supervision of exhumation)	each	\$ 445.45	\$ 4,750.00	\$ 4,900.00
Non Standard Burial - to be quoted at time of request	each		TBA	TBA
Private Burial Assessment by EHO	per application	exempt	\$ 580.00	\$ 1,200.00
Ashes				
Placing ashes & installation of plaque	each	\$ 59.09	\$ 710.00	\$ 750.00
Placing ashes & installation of plaque (Children's Pavilion)	each	\$ 59.09	\$ 710.00	\$ 750.00
Removal of ashes	each	\$ 68.18	\$ 730.00	\$ 750.00
Reservation fee - ashes (non refundable)	each	\$ 29.09	\$ 310.00	\$ 320.00
Plaques				
Plaque placement only (Memorial Garden)	each	\$ 50.00	\$ 530.00	\$ 550.00
Plaque placement only (Children's Pavilion)(Balloons)	each	\$ 63.64	\$ 700.00	\$ 700.00
Plaque placement (no Interment)	each	\$ 17.27	\$ 190.00	\$ 190.00
Removal and Reinstatement of plaque (replacement plinth fee may apply)	each	\$ 17.27	\$ 190.00	\$ 190.00
Concrete plinths for existing grave	each	\$ 10.91	\$ 100.00	\$ 120.00
Vase	each	\$ 4.55	\$ 50.00	\$ 50.00
Records search fee or request for information (including photographs) fee	per request	\$ 9.09	\$ 100.00	\$ 100.00
Private Works				
Road, footpath, driveway and crossover construction	per request		Full cost recovery	Full cost recovery
Fencing Contribution				
Fencing contributions in accord with Council policy	per lineal metre	\$ 6.00	\$ 63.00	\$ 66.00
Road Closure permit application				
Road closure permit advertising	per application	\$ 31.82	\$ 335.00	\$ 350.00
Commemorative Seat				
Purchase and installation of commemorative seat in accordance with Council Policy	each	exempt	\$ 3,600.00	\$ 3,800.00
Waste Disposal Charges				
Landfill waste	per tonne	\$ 24.55	\$ 230.00	\$ 270.00
Separated waste (less than 50% to landfill)	per tonne	\$ 17.09	\$ 142.00	\$ 188.00
Non-landfill waste - Greenwaste & Timber	per tonne	\$ 11.82	\$ 78.00	\$ 130.00
Non-landfill waste - Concrete & Bricks	per tonne	\$ 10.00	\$ 78.00	\$ 110.00
Non-landfill waste - Soil	per tonne	\$ 7.27	\$ 78.00	\$ 80.00
Tyres				
Car and motorcycle tyres	each	\$ 1.09	\$ 11.00	\$ 12.00
Light truck (up to 9.5 GVM) / 4WD	each	\$ 1.82	\$ 19.00	\$ 20.00
Car and motorcycle tyres with Rim	each	\$ 2.00	\$ 21.00	\$ 22.00
Light truck (up to 9.5 GVM) / 4WD with Rim	each	\$ 3.55	\$ 37.00	\$ 39.00
Other				
Asbestos	per tonne	\$ 20.91	\$ 220.00	\$ 230.00
Mattresses	each	\$ 1.64	\$ 17.00	\$ 18.00
Waste Oil	per litre	\$ 0.09	\$ 1.00	\$ 1.00
Fridges (inc. de-gassing & disposal)	each	\$ 1.00	\$ 10.00	\$ 11.00
Additional waste bin for home collection	each	\$ 15.00	\$ 150.00	\$ 165.00
Sale of Recycled Material				
Crushed concrete	per tonne	\$ 3.05	\$ 33.60	\$ 36.00
Screened soil	per tonne	\$ 4.58	\$ 50.40	\$ 54.00
Sport and Recreation Grounds - Casual Use				
Servicing Fee included for bookings requiring line marking and other ground preparation Servicing Fee is applied as an addition to the Unserviced hourly fee				
Byard Park				
Both Ovals (unserviced)	Per Hour	\$ 1.82		\$ 20.00
One Oval (unserviced)	Per Hour	\$ 0.91		\$ 10.00
Both Ovals - Servicing Fee	Per Hour (3hr cap)	\$ 2.73		\$ 30.00
One Oval - Servicing Fee	Per Hour (3hr cap)	\$ 1.36		\$ 15.00
Oval Lighting (John Carey Oval only)	Per Hour	\$ 1.36	POA	\$ 15.00
Devonport Oval				

Oval Hire (unserviced)	Per Hour	\$ 3.64		\$ 40.00
Oval Hire - Servicing Fee	Per Hour (3hr cap)	\$ 10.18		\$ 112.00
Cycling Track	Per Hour	\$ 0.91	\$ 60.00	\$ 10.00
Oval Lighting (4 levels available)	Per Hour / Per Level	\$ 1.36	POA	\$ 15.00
Don Recreation Ground				
Both Cricket Ovals (unserviced)	Per Hour	\$ 1.64		\$ 18.00
Cricket A Oval (unserviced)	Per Hour	\$ 0.91		\$ 10.00
Cricket B Oval (unserviced)	Per Hour	\$ 0.73		\$ 8.00
Rugby Field (unserviced)	Per Hour	\$ 0.91		\$ 10.00
Both Cricket Ovals - Servicing Fee	Per Hour (3hr cap)	\$ 2.18		\$ 24.00
Cricket A Oval - Servicing Fee	Per Hour (3hr cap)	\$ 1.20		\$ 13.20
Cricket B Oval - Servicing Fee	Per Hour (3hr cap)	\$ 0.98		\$ 10.80
Rugby Field - Servicing Fee	Per Hour (3hr cap)	\$ 1.20		\$ 13.20
Girdlestone Park				
Oval Hire (unserviced)	Per Hour	\$ 2.18		\$ 24.00
Oval - Servicing Fee	Per Hour (3hr cap)	\$ 3.27		\$ 36.00
Oval Lighting	Per Hour	\$ 1.36	POA	\$ 15.00
Maidstone Park				
Both Ovals (unserviced)	Per Hour	\$ 2.36		\$ 26.00
A Oval (unserviced)	Per Hour	\$ 1.64		\$ 18.00
B Oval (unserviced)	Per Hour	\$ 0.73		\$ 8.00
Both Ovals - Servicing Fee	Per Hour (3hr cap)	\$ 3.45		\$ 38.00
A Oval - Servicing Fee	Per Hour (3hr cap)	\$ 2.42		\$ 26.60
B Oval - Servicing Fee	Per Hour (3hr cap)	\$ 1.04		\$ 11.40
Baseball Diamond	Per Hour	\$ 0.73	POA	\$ 8.00
Oval Lighting (A Oval only)	Per Hour	\$ 1.36	POA	\$ 15.00
Meercroft Park				
Meercroft Fields - All (unserviced)	Per Hour	\$ 2.00		\$ 22.00
Meercroft Fields - 1/2 (unserviced)	Per Hour	\$ 1.00		\$ 11.00
Meercroft Fields - All - Servicing Fee	Per Hour (3hr cap)	\$ 3.27		\$ 36.00
Meercroft Fields - 1/2 - Servicing Fee	Per Hour (3hr cap)	\$ 1.64		\$ 18.00
Eugene Street Playing Field (unserviced)	Per Hour	\$ 0.73		\$ 8.00
Valley Road (Devonport Soccer Centre)				
Grass Field Hire (unserviced)	Per Hour	\$ 2.73		\$ 30.00
Field - Servicing Fee	Per Hour (3hr cap)	\$ 5.45		\$ 60.00
Changeroom/Toilet Access				
Additional fees may apply for extra cleaning	Per Hour / Per Changeroom (8hr Cap)	\$ 0.91	POA	\$ 10.00
Additional Services				
E.g. equipment hire, non-traditional line marking and other service assistance	On Application		POA	Actual Price
Special Events Hire				
Special Event Fee	On Application		POA	POA
Afterhours Access				
Council Staff and Security call outs.	Per call out	\$ 8.18	\$ 90.00	\$ 90.00
Recreation Centres, Community Halls and Pavilions - Casual Use				
Minimum booking duration 1/2 hour (unless otherwise stated) Booking time includes setup and pack down (unless otherwise stated)				
Devonport Recreation Centre				
Basketball Stadium - Full Court (2 courts available)	Per Hour / Per Court	\$ 2.18	\$ 24.00	\$ 24.00
Basketball Stadium - 1/2 Court	Per Hour	\$ 1.09		\$ 12.00
Basketball Stadium - Centre Court configuration - Full Court	Per Hour	\$ 3.27		\$ 36.00
Basketball Stadium - Centre Court configuration - 1/2 Court	Per Hour	\$ 1.64		\$ 18.00
Basketball Stadium Module Set Up - One Court (additional charge)	Labour	\$ 28.18	\$ 310.00	\$ 310.00
Basketball Stadium Module Set Up- Show Court (additional charge)	Labour	\$ 54.55	\$ 600.00	\$ 600.00
Youth Centre - Full Court	Per Hour	\$ 2.18	\$ 24.00	\$ 24.00
Youth Centre - 1/2 Court	Per Hour	\$ 1.09		\$ 12.00
Squash / Racquetball Centre - All Courts	Per Hour	\$ 5.45		\$ 60.00
Squash / Racquetball - Individual Court (8 courts available)	Per Hour / Per Court	\$ 1.18	\$ 13.00	\$ 13.00
Table Tennis Building - Whole Venue	Per Hour	\$ 2.55		\$ 28.00
Table Tennis - Individual Table (4 available - minimum duration 1 hr)	Per Hour / Per Table	\$ 0.55	\$ 12.00	\$ 6.00
Community Program Space (located within Table Tennis building)	Per Hour	\$ 2.18	\$ 24.00	\$ 24.00
Sauna (Limit of two people per booking - minimum duration 1 hr)	Per Person / Per Hour	\$ 0.91	\$ 10.00	\$ 10.00
Grassed Area / Car Park	Per Booking		POA	FOC
Youth Centre Kitchen (may be available on application)	On Application			POA
Additional Setup Time (may be available on application)	On Application			POA
Additional Cleaning Fee	On Application			Actual Price
East Devonport Recreation Centre				
Stadium	Per Hour	\$ 2.18	\$ 24.00	\$ 24.00
Community Room (includes kitchen hire) - 1/2 hour setup included	Per Hour	\$ 1.64	\$ 24.00	\$ 18.00

Additional Setup Time (may be available on application)	On Application			POA
Additional Cleaning Fee	On Application		POA	Actual Price
Storage Cupboard Hire	Annual	\$ 16.36	\$ 180.00	\$ 180.00
Meercroft Park Pavilion				
Function Space - 1/2 hour setup included	Per Hour	\$ 2.36	\$ 26.00	\$ 26.00
Canteen Hire	Per Booking	\$ 2.36	\$ 26.00	\$ 26.00
Additional Setup Time (may be available on application)	On Application			POA
Additional Cleaning Fee	On Application		POA	Actual Price
Don Memorial Hall				
Hall Space	Per Hour	\$ 1.64	\$ 18.00	\$ 18.00
Kitchen Hire	Per Booking	\$ 1.64		\$ 18.00
Additional Setup Time (may be available on application)	On Application			POA
Additional Cleaning Fee	On Application		POA	Actual Price
Spreyton Memorial Hall				
Hall Space (included kitchen hire) - 1/2 hour setup included	Per Hour	\$ 2.00		\$ 22.00
Additional Setup Time (may be available on application)	On Application			POA
Additional Cleaning Fee	On Application			Actual Price
Additional Services				
E.g. equipment hire and other service assistance	On Application		POA	Actual Price
Special Events Hire				
Special Event Fee	On Application		POA	POA
Afterhours Access				
Council Staff and Security call outs.	Per call out	\$ 8.18	\$ 90.00	\$ 90.00
Bass Strait Maritime Museum				
Venue Hire (* conditions apply) Monday-Friday only Weekend/public holiday POA	per use	applies	\$280.00 for 3 hours plus \$65.00 per hour thereafter	\$330.00 for 3 hours plus \$70.00 per hour thereafter
Admission Price - Adult - Outside 7310 postcode	per use	\$ 1.09	\$ 12.00	\$ 12.00
Admission price - child 4 to 16 - Outside 7310 postcode	per use	\$ 0.45	\$ 5.00	\$ 5.00
Admission price - child 3 and under			no charge	no charge
Admission price - family (2 adults and 3 children)- Outside 7310 postcode	per use	\$ 2.27	\$ 25.00	\$ 25.00
Admission price - Pensioner and Seniors Card holders - Outside 7310 postcode	per use	\$ 0.91	\$ 10.00	\$ 10.00
Admission price - student concession - Outside 7310 postcode	per use	\$ 0.73	\$ 8.00	\$ 8.00
Group entry - travel & coach groups (minimum 10 people)	per use	\$ 0.91	\$ 8.00	\$ 10.00
Group entry - community & school groups (minimum 10 people)	per use	\$ 0.45	\$ 5.00	\$ 5.00
Admission for Locals - 7310 post code			No Charge	No Charge
Research Request - Professional, academic	per hour		\$ 50.00	\$ 50.00
Research Request - 7310 postcode			No Charge	No Charge
The CEO has the discretion to amend admission fees at the Bass Strait Maritime Museum for short-term, promotional activities.				
Camping Fee				
Overnight self contained campers	per night	\$ 0.91	\$ 10.00	\$ 10.00
Venue Hire - Meeting Rooms - Commercial				
paranple convention centre - Monday to Friday	per day	\$ 222.73	\$ 2,180.00	\$ 2,450.00
paranple convention centre - Saturday	per day	\$ 281.82	\$ 2,720.00	\$ 3,100.00
paranple convention centre - Sunday	per day	\$ 327.27	\$ 3,270.00	\$ 3,600.00
paranple convention centre - additional hours	per hour	\$ 25.00	\$ 250.00	\$ 275.00
paranple convention centre - Public Holiday	per day		POA	\$ 4,000.00
Torquay, Mersey or Formby Room (Single/Per Room Hire Rate) - Mon - Fri	per day	\$ 77.27	\$ 750.00	\$ 850.00
Torquay, Mersey or Formby Room (Single/Per Room Hire Rate) - Mon - Fri, Half Day	4 hours	\$ 52.27	\$ 500.00	\$ 575.00
Torquay, Mersey or Formby Room (Single/Per Room Hire Rate) - Saturday	per day	\$ 95.45	\$ 950.00	\$ 1,050.00
Torquay, Mersey or Formby Room (Single/Per Room Hire Rate) - Sunday	per day	\$ 118.18	\$ 1,140.00	\$ 1,300.00
Torquay, Mersey or Formby Room (Single/Per Room Hire Rate) - additional hours	per hour	\$ 15.45	\$ 150.00	\$ 170.00
Torquay, Mersey or Formby Room (Single/Per Room Hire Rate) - Public Holiday	per day		POA	POA
paranple convention centre Foyer - Monday to Friday	per day	\$ 20.45	\$ 200.00	\$ 225.00
paranple convention centre Foyer - Saturday	per day	\$ 25.00	\$ 250.00	\$ 275.00
paranple convention centre Foyer - Sunday	per day	\$ 31.82	\$ 300.00	\$ 350.00
Town Hall Theatre Meeting Rate - Monday to Friday	per day	\$ 113.64	\$ 1,200.00	\$ 1,250.00
Town Hall Theatre Meeting Rate - Monday to Friday, Half Day	4 hours	\$ 59.09	\$ 600.00	\$ 650.00

Town Hall Theatre Meeting Rate - Saturday	per day	\$ 140.91	\$ 1,500.00	\$ 1,550.00
Town Hall Theatre Meeting Rate - Sunday	per day	\$ 172.73	\$ 1,800.00	\$ 1,900.00
Town Hall Theatre Meeting Rate - additional hours	per hour	\$ 27.27	\$ 300.00	\$ 300.00
Town Hall Theatre Meeting Rate - Public Holiday	per day	\$ -	POA	POA
Main Gallery - Monday to Friday	4 hours	\$ 26.36	\$ 275.00	\$ 290.00
Main Gallery - Saturday	4 hours	\$ 47.27	\$ 500.00	\$ 520.00
Main Gallery - Sunday	4 hours	\$ 59.09	\$ 600.00	\$ 650.00
Main Gallery - additional hours	per hour	\$ 7.73	\$ 80.00	\$ 85.00
Main Gallery - Public Holiday	4 hours		POA	POA
Aberdeen Room	per day	\$ 52.27	\$ 500.00	\$ 575.00
Aberdeen Room - Half Day	4 hours	\$ 35.45	\$ 340.00	\$ 390.00
Aberdeen Room - Per Hour	per hour	\$ 10.45	\$ 100.00	\$ 115.00
Quoiba Room	per day	\$ 33.64	\$ 320.00	\$ 370.00
Quoiba Room - Half Day	4 hours	\$ 21.36	\$ 205.00	\$ 235.00
Quoiba Room - Per Hour	per hour	\$ 5.91	\$ 55.00	\$ 65.00
Level 1 Room	per day	\$ 29.09		\$ 320.00
Level 1 Room - Half Day	4 Hours	\$ 19.09		\$ 210.00
Level 1 Room - Per Hour	per hour	\$ 5.45		\$ 60.00
Eugenana Room	per day	\$ 15.91	\$ 155.00	\$ 175.00
Eugenana Room - Half Day	4 hours	\$ 9.09	\$ 90.00	\$ 100.00
Eugenana Room - Per Hour	per hour	\$ 3.18	\$ 30.00	\$ 35.00
Pardoe or Lillico Room	per day	\$ 10.45	\$ 100.00	\$ 115.00
Pardoe or Lillico Room - Half Day	4 hours	\$ 6.36	\$ 60.00	\$ 70.00
Pardoe or Lillico Room - Per Hour	per hour	\$ 2.27	\$ 20.00	\$ 25.00
Market Square Pavilion - Monday to Friday (12hrs Max)	per day	\$ 122.73	\$ 1,200.00	\$ 1,350.00
Market Square Pavilion & Furnishings (chairs & rounds) - Monday to Friday (12hrs Max)	per day	\$ 163.64	\$ 1,600.00	\$ 1,800.00
Market Sqaure Pavilion - Saturday (12hrs Max)	per day	\$ 154.55	\$ 1,500.00	\$ 1,700.00
Market Sqaure Pavilion & Furnishings (chairs & rounds) - Saturday (12hrs Max)	per day	\$ 204.55	\$ 2,000.00	\$ 2,250.00
Market Square Pavilion - Sunday/Public Holidays (12hrs Max)	per day		POA	\$ 2,800.00
Market Square Pavilion - Sunday/Public Holidays (12hrs Max) (chairs & rounds)	per day			\$ 3,350.00
Venue Hire - Meeting Rooms - Community Tier 2 - 40% discount weekdays Not for Profit/Community organisation located in Devonport Municipality				
paranaple convention centre - Monday to Friday	per day	\$ 133.64	\$ 1,300.00	\$ 1,470.00
paranaple convention centre - Saturday 10% discount	per day	\$ 253.64	\$ 2,450.00	\$ 2,790.00
paranaple convention centre - Sunday	per day	\$ 327.27	\$ 3,270.00	\$ 3,600.00
paranaple convention centre - additional hours	per hour	\$ 16.36	\$ 160.00	\$ 180.00
paranaple convention centre - Public Holiday	per day		POA	\$ 4,000.00
Torquay, Mersey or Formby Room (Single/Per Room Hire Rate) - Mon - Fri	per day	\$ 46.36	\$ 450.00	\$ 510.00
Torquay, Mersey or Formby Room (Single/Per Room Hire Rate) - Mon - Fri, Half Day	4 hours	\$ 31.36	\$ 300.00	\$ 345.00
Torquay, Mersey or Formby Room (Single/Per Room Hire Rate) - Saturday 10% discount	per day	\$ 85.91	\$ 850.00	\$ 945.00
Torquay, Mersey or Formby Room (Single/Per Room Hire Rate) - Sunday	per day	\$ 118.18	\$ 1,140.00	\$ 1,300.00
Torquay, Mersey or Formby Room (Single/Per Room Hire Rate) - additional hours	per hour	\$ 10.00	\$ 100.00	\$ 110.00
Torquay, Mersey or Formby Room (Single/Per Room Hire Rate) - Public Holiday	per day		POA	POA
Town Hall Theatre Meeting Rate - Monday to Sunday	per day	\$ 56.82	\$ 600.00	\$ 625.00
Town Hall Theatre Meeting Rate - additional hours	per hour	\$ 11.36	\$ 120.00	\$ 125.00
Town Hall Theatre Meeting Rate - Public Holiday	per day		POA	POA
Aberdeen Room	per day	\$ 31.36	\$ 300.00	\$ 345.00
Aberdeen Room - Half Day	4 hours	\$ 21.36	\$ 205.00	\$ 235.00
Aberdeen Room - Per Hour	per hour	\$ 6.36	\$ 60.00	\$ 70.00
Quoiba Room	per day	\$ 20.00	\$ 190.00	\$ 220.00
Quoiba Room - Half Day	4 hours	\$ 12.73	\$ 120.00	\$ 140.00
Quoiba Room - Per Hour	per hour	\$ 3.64	\$ 30.00	\$ 40.00
Level 1 Room	per day	\$ 17.73		\$ 195.00
Level 1 Room - Half Day	4 Hour	\$ 11.36		\$ 125.00
Level 1 Room - Per Hour	per hour	\$ 3.18		\$ 35.00
Eugenana Room	per day	\$ 9.55	\$ 95.00	\$ 105.00
Eugenana Room - Half Day	4 hours	\$ 5.45	\$ 55.00	\$ 60.00
Eugenana Room - Per Hour	per hour	\$ 2.27	\$ 20.00	\$ 25.00
Pardoe or Lillico Room	per day	\$ 6.36	\$ 60.00	\$ 70.00
Pardoe or Lillico Room - Half Day	4 hours	\$ 3.64	\$ 35.00	\$ 40.00
Pardoe or Lillico Room - Per Hour	per hour	\$ 1.36	\$ 15.00	\$ 15.00

Market Square Pavilion - Monday to Friday (12hrs Max)	per day	\$ 73.64	\$ 720.00	\$ 810.00
Market Square Pavilion & Furnishings (chairs & rounds) - Monday to Friday (12hrs Max)	per day	\$ 100.00	\$ 1,000.00	\$ 1,100.00
Market Square Pavilion - Saturday (12hrs Max) 10% discount	per day	\$ 139.09	\$ 1,350.00	\$ 1,530.00
Market Square Pavilion & Furnishings (chairs & rounds) - Saturday (12hrs Max) 10% discount	per day	\$ 184.09	\$ 1,850.00	\$ 2,025.00
Market Square Pavilion - Sunday/Public Holidays (12hrs Max)	per day		POA	\$ 2,800.00
Market Square Pavilion & Furnishings (chairs & rounds) - Sunday/Public Holidays (12hrs Max)	per day			\$ 3,350.00
Venue Hire - Meeting Rooms - Community Tier 1 - 20% discount weekdays Not for Profit/Community organisation located outside Devonport Municipality				
paranple convention centre - Monday to Friday	per day	\$ 178.18		\$ 1,960.00
paranple convention centre - Saturday 10% discount	per day	\$ 253.64		\$ 2,790.00
paranple convention centre - Sunday	per day	\$ 327.27		\$ 3,600.00
paranple convention centre - additional hours	per hour	\$ 25.00		\$ 275.00
paranple convention centre - Public Holiday	per day			\$ 4,000.00
Torquay, Mersey or Formby Room (Single/Per Room Hire Rate) - Mon - Fri	per day	\$ 61.82		\$ 680.00
Torquay, Mersey or Formby Room (Single/Per Room Hire Rate) - Mon - Fri, Half Day	4 hours	\$ 40.00		\$ 440.00
Torquay, Mersey or Formby Room (Single/Per Room Hire Rate) - Saturday - 10% discount	per day	\$ 85.91		\$ 945.00
Torquay, Mersey or Formby Room (Single/Per Room Hire Rate) - Sunday	per day	\$ 118.18		\$ 1,300.00
Torquay, Mersey or Formby Room (Single/Per Room Hire Rate) - additional hours	per hour	\$ 15.45		\$ 170.00
Torquay, Mersey or Formby Room (Single/Per Room Hire Rate) - Public Holiday	per day			POA
Aberdeen Room	per day	\$ 41.82		\$ 460.00
Aberdeen Room - Half Day	4 hours	\$ 27.73		\$ 305.00
Aberdeen Room - Per Hour	per hour	\$ 8.18		\$ 90.00
Quoiba Room	per day	\$ 26.82		\$ 295.00
Quoiba Room - Half Day	4 hours	\$ 16.82		\$ 185.00
Quoiba Room - Per Hour	per hour	\$ 4.55		\$ 50.00
Level 1 Room	per day	\$ 23.18		\$ 255.00
Level 1 Room - Half Day	4 Hour	\$ 15.45		\$ 170.00
Level 1 Room - Per Hour	per hour	\$ 4.55		\$ 50.00
Eugenana Room	per day	\$ 12.73		\$ 140.00
Eugenana Room - Half Day	4 hours	\$ 7.27		\$ 80.00
Eugenana Room - Per Hour	per hour	\$ 2.73		\$ 30.00
Pardoe or Lillico Room	per day	\$ 8.18		\$ 90.00
Pardoe or Lillico Room - Half Day	4 hours	\$ 5.00		\$ 55.00
Pardoe or Lillico Room - Per Hour	per hour	\$ 1.82		\$ 20.00
Market Square Pavilion - Monday to Friday (12hrs Max)	per day	\$ 98.18		\$ 1,080.00
Market Square Pavilion & Furnishings (chairs & rounds) - Monday to Friday (12hrs Max)	per day	\$ 130.91		\$ 1,440.00
Market Square Pavilion - Saturday (12hrs Max) 10% discount	per day	\$ 139.09		\$ 1,530.00
Market Square Pavilion & Furnishings (chairs & rounds) - Saturday (12hrs Max) 10% discount	per day	\$ 184.09		\$ 2,025.00
Market Square Pavilion - Sunday/Public Holidays (12hrs Max)	per day			\$ 2,800.00
Market Square Pavilion & Furnishings (chairs & rounds) - Sunday/Public Holidays (12hrs Max)	per day			\$ 3,350.00
Venue Hire - Professional Performing Arts				
Town Hall Theatre - Monday to Friday*	per day	\$ 113.64	\$ 1,200.00	\$ 1,250.00
Town Hall Theatre - Monday to Friday, Half Day*	4 hours	\$ 59.09	\$ 600.00	\$ 650.00
Town Hall Theatre - Saturday*	per day	\$ 140.91	\$ 1,500.00	\$ 1,550.00
Town Hall Theatre - Sunday*	per day	\$ 172.73	\$ 1,800.00	\$ 1,900.00
Town Hall Theatre - Public Holiday*	per day		POA	POA
Town Hall Theatre - additional hours*	per hour	\$ 27.27	\$ 300.00	\$ 300.00
*Venue Hire or 9.5% of Adjusted Gross Box Office - Whichever is Greater	percentage		9.50%	9.50%
Venue Hire - Community Performing Arts				
Town Hall Theatre - Monday to Sunday	per day	\$ 56.82	\$ 600.00	\$ 625.00
Town Hall Theatre - Saturday	per day			\$ 775.00
Town Hall Theatre - Sunday	per day			\$ 950.00
Town Hall Theatre - additional hours	per hour	\$ 11.36	\$ 120.00	\$ 125.00
Town Hall Theatre - Public Holiday	per day		POA	POA
Additional Equipment/Staffing/Services Requests associated with venue hire			POA	POA



2026-27 Capital Works Program

Summary of Proposed Projects

June 2026 – Final

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2026-27 Capital Works Program Summary

The below table sets out the draft capital works program expenditure, by asset class (program area) and identifies the allocation to asset renewal, new asset creation, and any grant funding contributions (External) attributed to projects.

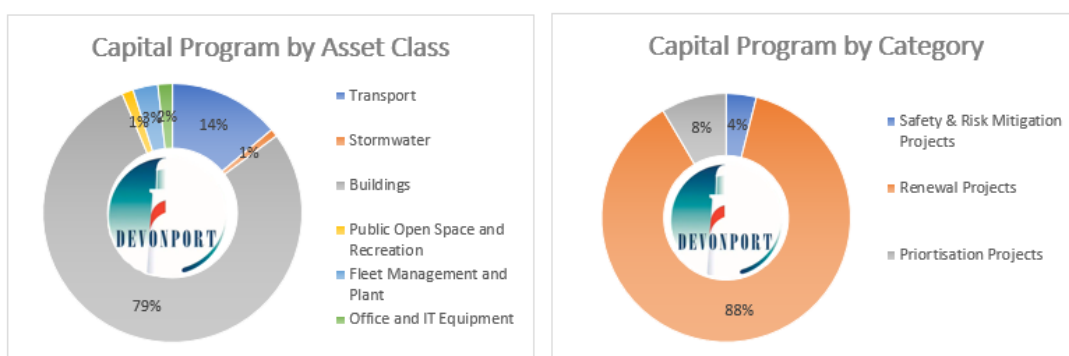
Program Class	Total \$	Renewal \$	New \$	External \$
Transport	\$ 4,650,000	\$ 2,527,000	\$ 2,123,000	\$ 2,265,000
Stormwater	\$ 325,000	\$ 162,500	\$ 162,500	\$ -
Buildings	\$ 26,391,000	\$ 12,754,400	\$ 13,636,600	\$ 21,091,000
Public Open Space and Recreation	\$ 480,000	\$ 332,000	\$ 148,000	\$ -
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.

The next table indicates the sum of capital project budget categorised into either Safety & Risk Mitigation, Asset Renewal, or the Prioritisation of new or upgrade projects.

Program Class	Safety & Risk Mitigation Projects \$	Renewal Projects \$	Prioritisation Projects \$	Total
Transport	\$ 1,140,000	\$ 2,040,000	\$ 1,470,000	\$ 4,650,000
Stormwater	\$ -	\$ 150,000	\$ 175,000	\$ 325,000
Buildings	\$ 79,000	\$ 25,300,000	\$ 1,012,000	\$ 26,391,000
Public Open Space and Recreation	\$ 98,000	\$ 332,000	\$ 50,000	\$ 480,000
Fleet Management and Plant	\$ -	\$ 1,043,500	\$ -	\$ 1,043,500
Office and IT Equipment	\$ -	\$ 481,000	\$ 125,000	\$ 606,000
Total	\$ 1,317,000	\$ 29,346,500	\$ 2,832,000	\$ 33,495,500

The budget tables are represented graphically below.



The individual projects are detailed in the following Asset Class (Program Area) tables, with projects of significance containing a detailed justification and scope description.



Transport Projects

Project Name	Total \$	Renewal \$	New \$	External \$
Safety & Risk Mitigation Projects				
Elizabeth Street - Formby Rd Traffic Management	\$ 100,000	\$ 100,000	\$ -	\$ -
Paloona Rd - Safety Barrier West of Ahernes Rd	\$ 300,000	\$ -	\$ 300,000	\$ 240,000
Ronald St & Nicholls St - New Roundabout	\$ 460,000	\$ 92,000	\$ 368,000	\$ 437,000
Steele St & Sorell St - Intersection Safety Upgrade	\$ 280,000	\$ 140,000	\$ 140,000	\$ 252,000
Total	\$ 1,140,000	\$ 332,000	\$ 808,000	\$ 929,000
Renewal Projects				
Forward Capital Project Design Program	\$ 120,000	\$ 60,000	\$ 60,000	\$ -
Gravel Road Renewal Program	\$ 100,000	\$ 100,000	\$ -	\$ -
Lillico Road - Pavement Reconstruction	\$ 750,000	\$ 750,000	\$ -	\$ 600,000
Parking Infrastructure Renewal Program	\$ 20,000	\$ 20,000	\$ -	\$ -
Road Reseal Program	\$ 900,000	\$ 900,000	\$ -	\$ -
Road Traffic Device Renewal Program	\$ 50,000	\$ 50,000	\$ -	\$ -
Streetlight Renewal Program	\$ 50,000	\$ 50,000	\$ -	\$ -
Transport Minor Works Program	\$ 50,000	\$ 25,000	\$ 25,000	\$ -
Total	\$ 2,040,000	\$ 1,955,000	\$ 85,000	\$ 600,000
Prioritisation Projects				
Aquatic Centre - Carpark Upgrades	\$ 200,000	\$ 40,000	\$ 160,000	\$ -
Best St - Shared User Path Crossing Upgrades	\$ 120,000	\$ -	\$ 120,000	\$ 96,000
Footpath Missing Links Program	\$ 150,000	\$ -	\$ 150,000	\$ -
Spreyton Resource Recovery & Reuse Centre - Upgrade roads,	\$ 200,000	\$ 100,000	\$ 100,000	\$ -
Stony Rise Rd - Don Rd to Lapthorne Close	\$ 500,000	\$ 100,000	\$ 400,000	\$ 400,000
Tarleton St - Anchor Drive to Reg Hope Park	\$ 300,000	\$ -	\$ 300,000	\$ 240,000
Total	\$ 1,470,000	\$ 240,000	\$ 1,230,000	\$ 736,000
Transport Class Total	\$ 4,650,000	\$ 2,527,000	\$ 2,123,000	\$ 2,265,000



PROJECT NAME:	Elizabeth Street - Formby Rd Traffic Management
PROPOSED BUDGET:	\$100,000
PROJECT OBJECTIVE:	Safety Improvements & Network Connectivity

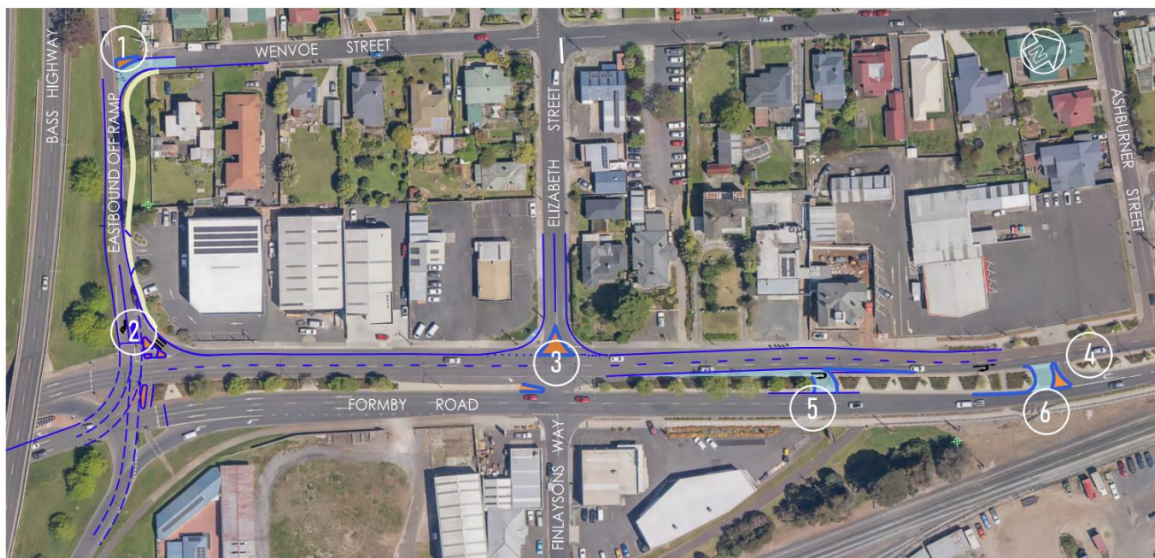
Project justification: Formby Road is increasing in traffic as one of the main arterial connections into the City CBD, with this the Elizabeth Street traffic crossing Formby Road is increasing the risk of conflict and traffic incidents. Recent traffic modelling of the road network indicates that upgrades to the intersections are necessary to maintain road user safety and functionality.

Project scope: Design and complete upgrades to intersections including Formby Road & Bass Highway Off-Ramp, Formby Road and Elizabeth Street left-in and left-out, and introducing U-turn facility.

The design of a new intersection link from Wenvoe Street onto the Bass Highway Off-Ramp is proposed to be undertaken during the 2026-27 year with consultation with Department of State Growth, and works possibly completed in the 2027-28 financial year.

1. Wenvoe Street extension to off-ramp
2. Intersection modifications to accommodate turns
3. Elizabeth St Left In - Left Out only

4. Existing light vehicle u-turn facility
5. Light vehicle u-turn facility Option A
6. Light vehicle u-turn facility Option B



PROJECT NAME:	Paloona Rd - Safety Barrier West of Ahernes Rd
PROPOSED BUDGET:	\$300,000 (\$240,000 Safer Rural Roads Grant Program)
PROJECT OBJECTIVE:	Road Safety Improvements

Project justification: This project is proposed to be part funded under the Safer Rural Roads Program. Road safety improvements along the section of rural road which sub-standard sight distance around corners with a large embankment drop within close proximity to the trafficable lane.

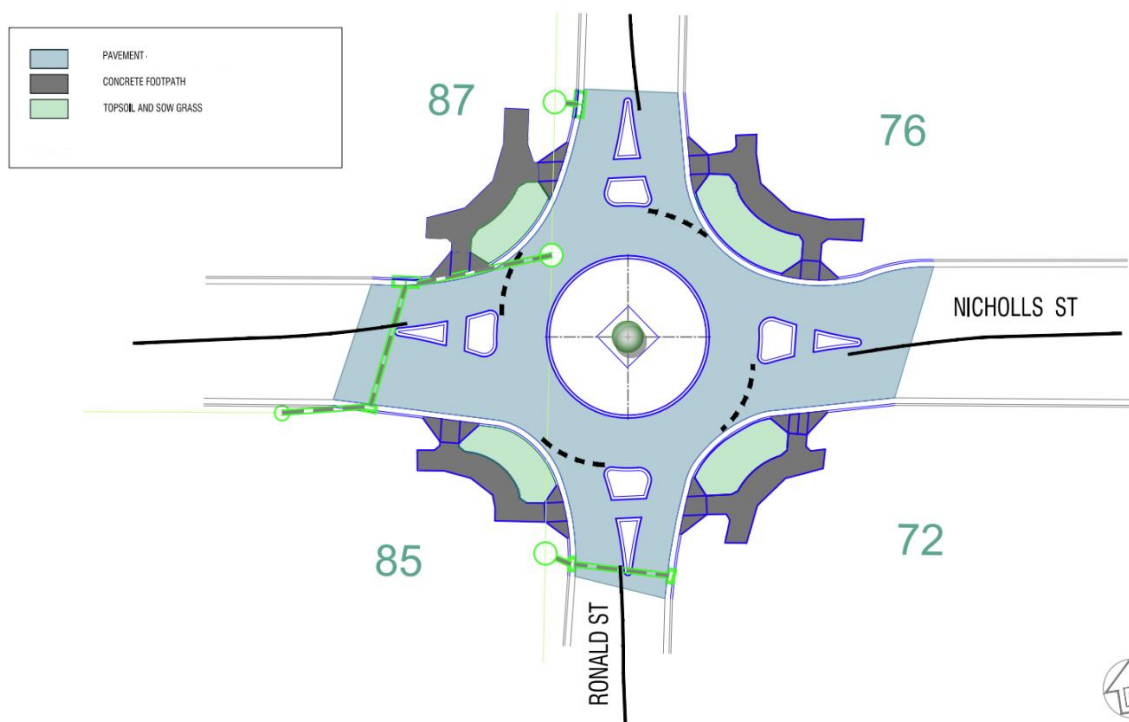
Project scope: Paloona Road extending west 600m from Ahernes Road, with shoulder widening and installation of new barrier guardrail.



PROJECT NAME:	Ronald St & Nicholls St - New Roundabout
PROPOSED BUDGET:	\$460,000 (\$437,000 Black Spot Program funded)
PROJECT OBJECTIVE:	New Roundabout

Project justification: This project is funded under the Black Spot program. A new roundabout at this intersection will reduce the risk of angle collisions, also moderate the speed of vehicles travelling along Nicholls Street.

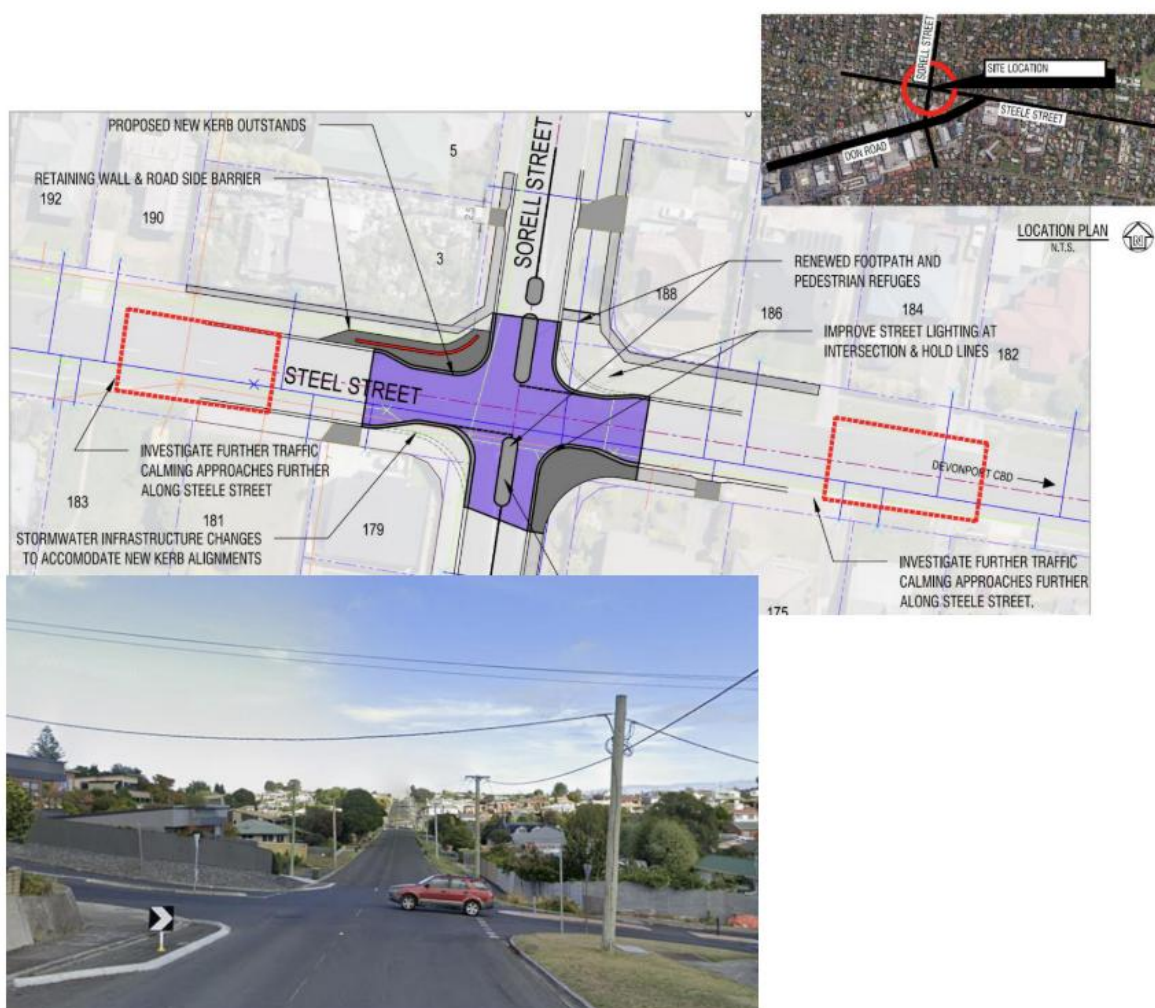
Project scope: Construction of a new roundabout with adjustments to the road pavement, kerb, stormwater, and footpaths to match into existing.



PROJECT NAME:	Steele St & Sorell St - Intersection Safety Upgrade
PROPOSED BUDGET:	\$280,000 (\$252,000 Black Spot Program funded)
PROJECT OBJECTIVE:	Intersection Safety Improvement

Project justification: This project is funded under the Black Spot program. The intersection improvement works will reduce the risk of collisions at the intersection has recent crash history. It will also aid in moderating the speed of vehicles travelling along Steele Street and improve sight distances for traffic on Sorell St.

Project scope: Construct kerb outstands, improve footpath crossing, renew line-marking and implement traffic calming controls.



PROJECT NAME: **Forward Capital Project Design Program**

PROPOSED BUDGET: \$120,000

PROJECT OBJECTIVE: Design

Project justification: This is an annual allocation for the purpose of designing capital projects listed in the following years in the Forward Capital Program.

Project scope: To facilitate early design work for scopes identified throughout the year that exceed minor budgets or are candidates for future capital works.

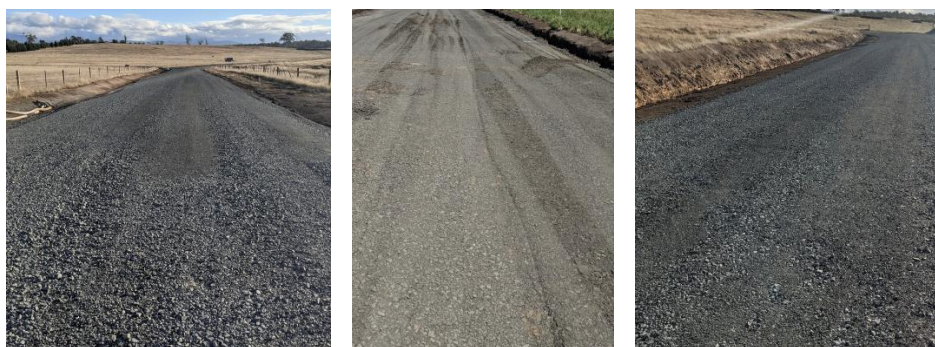
PROJECT NAME: **Rural Gravel Road Renewal**

PROPOSED BUDGET: \$100,000

PROJECT OBJECTIVE: Asset renewal

Project justification: Annual allocation for rural road gravel re-sheeting and minor corrective actions across the year. This program will be limited to activities that can be capitalised and is supported by an operational budget allocation for other maintenance activities.

Project scope: Renew unsealed roads by gravel re-sheeting and minor drainage work on a priority basis during the year.



PROJECT NAME:	Lillico Road - Pavement Reconstruction
PROPOSED BUDGET:	\$750,000 (\$600,000 Roads to Recovery Program Funded)
PROJECT OBJECTIVE:	Road Pavement Renewal

Project justification: Lillico Road is a rural road through farmland connecting Forth Road to the Bass Highway, with roadside drainage issues that are contributing to pavement failures along this section of road.

Project scope: Reconstruct 650m of road pavement through material replacement or in-situ stabilisation, provide appropriate roadside drainage and lane delineation.



PROJECT NAME:	Parking Infrastructure Renewal Program
PROPOSED BUDGET:	\$20,000
PROJECT OBJECTIVE:	Asset renewal

Project justification: Renewal of damaged, missing or non-compliant parking Infrastructure, such as signs, meters, parking bays or equipment.

Project scope: Renewal of parking infrastructure as identified during the year.

PROJECT NAME:	Reseal Program Annual Program
PROPOSED BUDGET:	\$900,000
PROJECT OBJECTIVE:	Asset renewal

Project justification: Road sealed surfaces require resealing to maintain the waterproof layer and to protect the underlying gravel pavement from water ingress which can result in early road failure and defects forming.

Project scope: Roads to be resurfaced are identified from condition inspections.

PROJECT NAME:	Road Traffic Device Annual Renewal
PROPOSED BUDGET:	\$50,000
PROJECT OBJECTIVE:	Asset renewal

Project justification: Annual renewal program for failed or non-compliant road traffic devices such as safety barriers, pedestrian fences or traffic islands.

Project scope: Renewal of traffic devices identified during the year.



PROJECT NAME:	Streetlight Renewal Program
PROPOSED BUDGET:	\$50,000
PROJECT OBJECTIVE:	Asset renewal

Project justification: Replacement of pole assets and provision of new street lighting where a need is demonstrated.

Project scope: Work is identified from asset inspections and customer requests.

PROJECT NAME:	Transport Minor Works Annual Program
PROPOSED BUDGET:	\$50,000
PROJECT OBJECTIVE:	Asset renewal

Project justification: To address low-cost transport infrastructure items that are identified during the year.

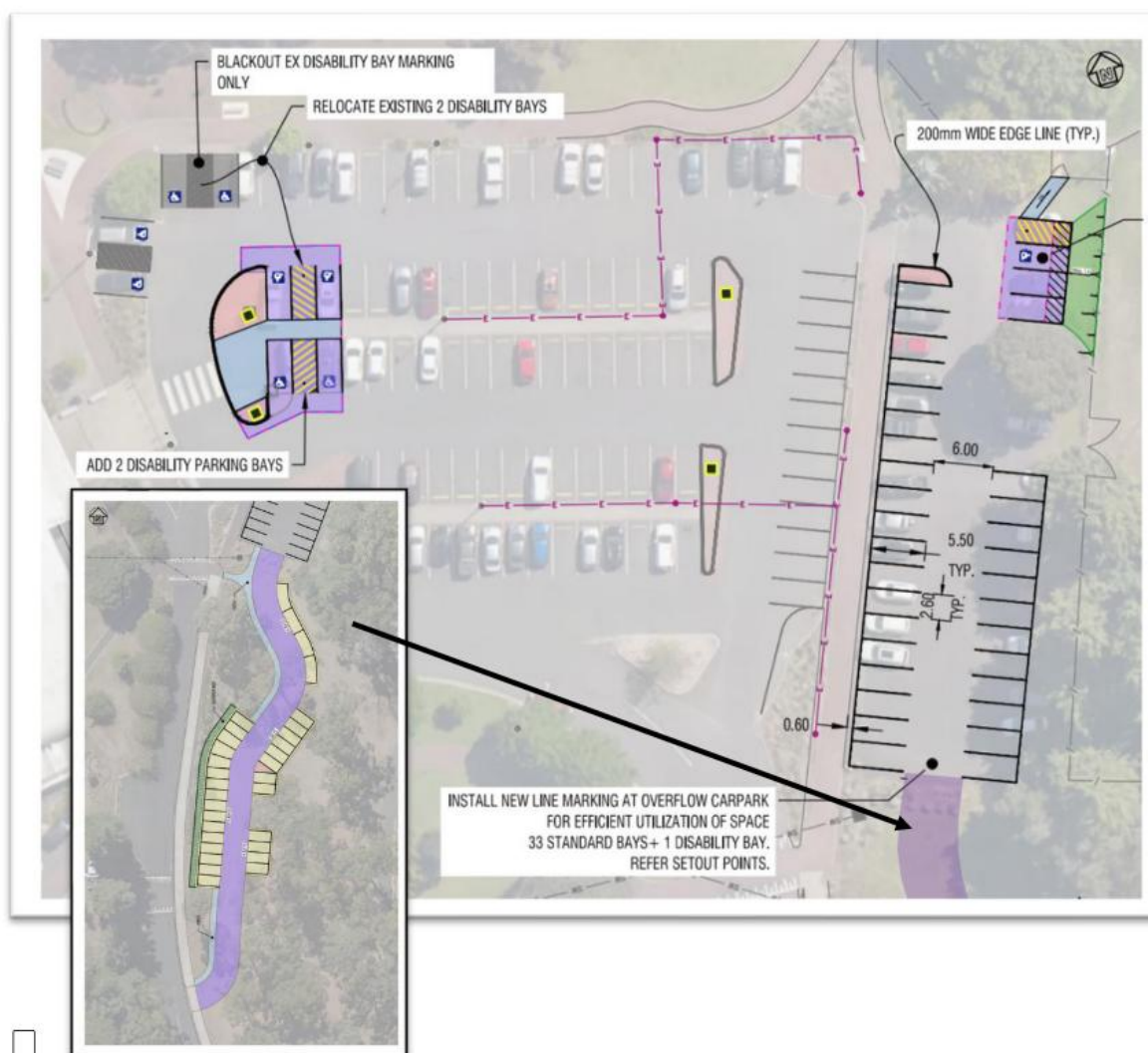
Project scope: Work is identified from asset inspections and customer requests.



PROJECT NAME:	Aquatic Centre - Carpark extension & upgrade
PROPOSED BUDGET:	\$200,000
PROJECT OBJECTIVE:	Carpark capacity & standards improvements

Project justification: The Aquatic Centre Carpark is increasingly seeing capacity issues, particularly at busier times of the year over Summer. The overflow carpark adjacent the dog exercise area currently has a deteriorated sealed surface with no line-marking, which results in cars parked spaced apart and is inefficient use of space. Sealing and line-marking this area will allow for approximately 12 additional parking bays in this area. The proposed extension of the overflow carpark to the south will provide up to a further additional 32 parking bays, along with a secondary entry/ exit onto Steele Street.

Project scope: Resurface and line-mark changes to disabled parking, resurface and line-mark the existing overflow parking area, and construct new extension of the overflow carpark to the south including pavement, seal, path linkage and landscaping.



PROJECT NAME:	Best St - Shared User Path Crossing Upgrades
PROPOSED BUDGET:	\$120,000 (\$96,000 Vulnerable Road User Program Funding)
PROJECT OBJECTIVE:	Safety

Project justification: This project is proposed for funding under the Vulnerable Road User Program. The project aims to improve crossing opportunities along Best Street at intersections of Barker Street, Kempling Street, Adelaide Street and Victory Avenue. This project aligns with Councils draft Walking & Riding Strategy, by improving path user safety along a high use path/ area and high traffic street.

Project scope: Upgrade road intersection crossings with a raised crossing, including kerb outstands, line marking and drainage solutions.



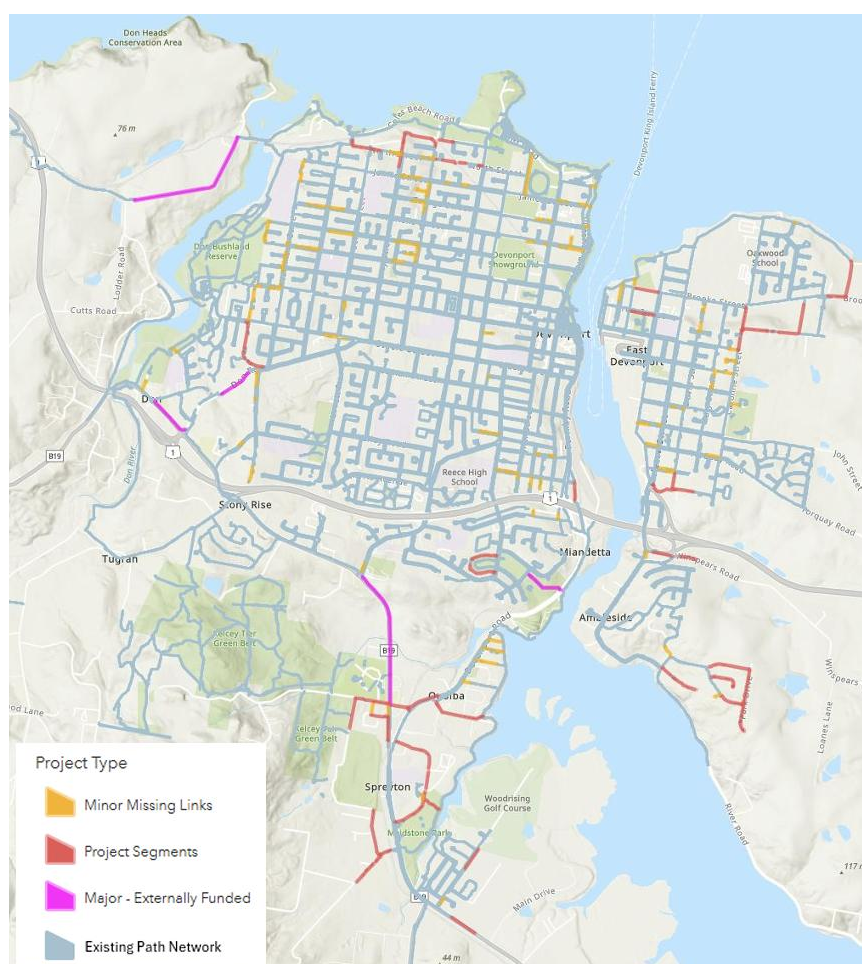
PROJECT NAME: **Footpath Missing Links Program**

PROPOSED BUDGET: \$150,000

PROJECT OBJECTIVE: Safety

Project justification: The accessibility of the footpath network can be impacted by short, missing sections of path, or by missing or non-complaint kerb access ramps. This project aligns with Councils draft Walking & Riding Strategy, by improving path connectivity across the network.

Project scope: Construction of missing minor path sections and kerb access ramps.



PROJECT NAME:	Spreyton Resource Recovery & Reuse Centre - Upgrade roads, drainage & signage in yard
PROPOSED BUDGET:	\$200,000
PROJECT OBJECTIVE:	Facility User Safety and Environment Upgrades

Project justification: This is the next stage of the upgrades at the Spreyton Resource Recovery & Reuse Centre, with now the upgrades completed to the front-end of the facility, this project will formalise and upgrade the back-end yard area of the facility. The proposed upgrades will improve traffic delineation and safety, along with environmental improvements around stockpile areas and water run-off.

Project scope: Upgrade and seal internal roads between the new weighbridge tollbooth around the greenwaste, steel, concrete and soil disposal areas linking up to the general waste pit sealed area. The works will also involve improving stockpile hardstand areas, drainage run-off control, area delineation safety for vehicles and people, along with signage & traffic control between areas.



PROJECT NAME:	Stony Rise Rd - Don Rd to Lapthorne Close
PROPOSED BUDGET:	\$500,000 (\$400,000 Active Transport Grant Funding)
PROJECT OBJECTIVE:	Path Linkage Improvements

Project justification: This project is proposed to be funded by the Active Transport Program. The project will provide a significant missing path linkage along Stony Rise Road, which will directly link path users from the Don Reserve Shared User Path (SUP) Network past the Don Railway and connect with the existing SUP through to Stony Rise Village and Homemaker Centre. This project aligns with Councils draft Walking & Riding Strategy, by improving path connectivity across the network.

Project scope: Provide a connecting footpath from Don Roundabout to Lapthorne Close, including road widening, road kerb, path, driveways and associated stormwater upgrades.

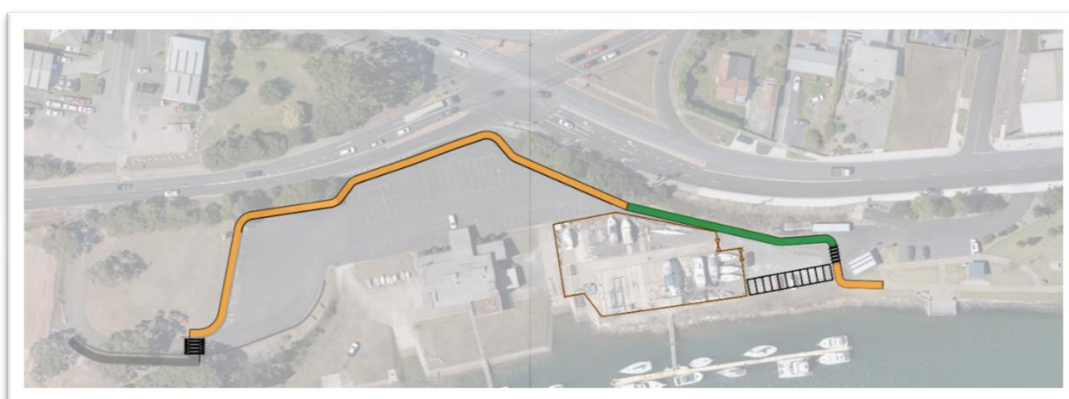
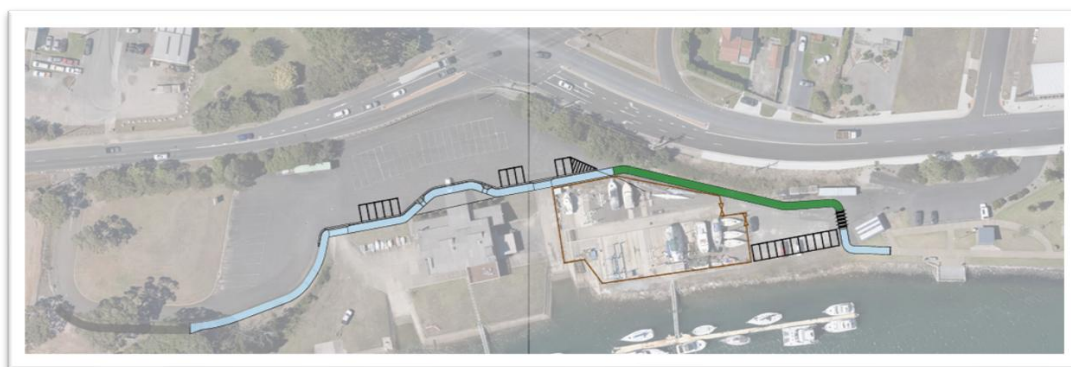


PROJECT NAME:	Tarleton St - Anchor Drive to Reg Hope Park
PROPOSED BUDGET:	\$300,000 (\$240,000 Active Transport Program Funded)
PROJECT OBJECTIVE:	Path Linkage Improvements

Project justification: This project is proposed to be funded by the Active Transport Program. The project will complete a vital missing link in the Shared User Path (SUP) network through East Devonport. Connecting two key paths for pedestrians and riders, moving away from the Tarleton & Wright Street Intersection and improving safety.

Project scope: Link the Reg Hope Park existing SUP through the Mersey Yacht Club property to the newly constructed SUP on Anchor Drive, which connects along Wright Street to the Eastside Village and back to the coastal pathway to the north. The works will include adjustments to the road kerb, new path construction, carpark resurfacing & line-marking, shared use area colour treatment and landscaping.

Two options shown below are currently being considered and developed in partnership with the Mersey Yacht Club.



Stormwater Projects

Project Name	Total \$	Renewal \$	New \$	External \$
Safety & Risk Mitigation Projects				
Total	\$ -	\$ -	\$ -	\$ -
Renewal Projects				
Minor Stormwater Works	\$ 75,000	\$ 37,500	\$ 37,500	\$ -
Pit Replacements	\$ 75,000	\$ 75,000	\$ -	\$ -
Total	\$ 150,000	\$ 112,500	\$ 37,500	\$ -
Prioritisation Projects				
Development Contribution Fund	\$ 100,000	\$ 50,000	\$ 50,000	\$ -
Stormwater Pollution Control Upgrade Program	\$ 75,000	\$ -	\$ 75,000	\$ -
Total	\$ 175,000	\$ 50,000	\$ 125,000	\$ -
Stormwater Class Total	\$ 325,000	\$ 162,500	\$ 162,500	\$ -



PROJECT NAME:	Minor Stormwater Works
PROPOSED BUDGET:	\$75,000
PROJECT OBJECTIVE:	Annual Program of Asset Renewal

Project justification: This annual allocation is required to address low-cost items that are identified throughout the year that do not meet the value-threshold to manage as stand-alone capital projects.

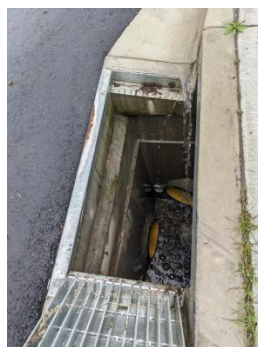
Project scope: Work is identified throughout the year via asset inspection and customer requests.



PROJECT NAME:	Pit Replacements Program
PROPOSED BUDGET:	\$75,000
PROJECT OBJECTIVE:	Annual Program of Asset renewal

Project justification: This annual allocation is required for renewal of low-cost assets identified throughout the year.

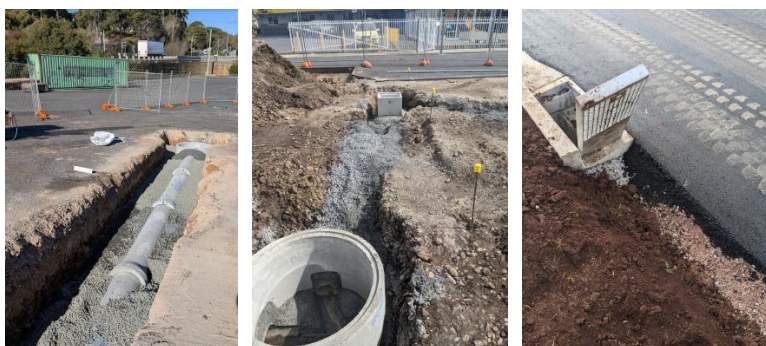
Project scope: This allocation is required for replacement of stormwater pits where a need is demonstrated.



PROJECT NAME:	Development Contribution Provision
PROPOSED BUDGET:	\$100,000
PROJECT OBJECTIVE:	Annual Program

Project justification: This annual allocation is for installation of stormwater assets associated with new developments where opportunity exists to upgrade Council's stormwater network.

Project scope: Work is identified throughout the year and completed with timing of new development.



PROJECT NAME:	Stormwater Pollution Control Measures
PROPOSED BUDGET:	\$75,000
PROJECT OBJECTIVE:	Environmental Protection

Project justification: Capture and reduce litter that enters the stormwater system and is discharged into natural water courses.

Project scope: Upgrades can include the installation of litter nets at outfall locations, gross pollutant traps and sediment traps.



Building Projects

Project Name	Total \$	Renewal \$	New \$	External \$
Safety & Risk Mitigation Projects				
Bass Strait Maritime Museum – Grease trap	\$ 25,000	\$ -	\$ 25,000	\$ -
Paranple Arts Centre - Roof Access Safety System Upgrade	\$ 9,000	\$ 4,500	\$ 4,500	\$ -
Paranple Arts Centre - Swipe Card Access Upgrades	\$ 15,000	\$ -	\$ 15,000	\$ -
Surf Club - Main Boat Store Floor Resurfacing	\$ 30,000	\$ 15,000	\$ 15,000	\$ -
Total	\$ 79,000	\$ 19,500	\$ 59,500	\$ -
Renewal Projects				
Aquatic Centre - Building HVAC Replacement (Budget Increase)	\$ 125,000	\$ 125,000	\$ -	\$ -
Aquatic Centre - RAYPAC Pool Water Heating Replacement	\$ 1,000,000	\$ -	\$ 1,000,000	\$ -
Bass Strait Maritime Museum - Replace Café Bi-Fold Door	\$ 25,000	\$ 25,000	\$ -	\$ -
Devonport Oval - Sports Stadium Project Stage 3	\$ 24,000,000	\$ 12,000,000	\$ 12,000,000	\$ 21,000,000
East Devonport Football Clubroom - Replace Door & Window	\$ 22,000	\$ 22,000	\$ -	\$ -
Mersey Vale Cemetery - Public Toilet Refurbishment	\$ 60,000	\$ 60,000	\$ -	\$ -
Paranple Arts Centre - HVAC System Upgrade	\$ 68,000	\$ 68,000	\$ -	\$ -
Total	\$ 25,300,000	\$ 12,300,000	\$ 13,000,000	\$ 21,000,000
Prioritisation Projects				
Byard Park - Irrigation Pipe and Equipment Storage	\$ 6,000	\$ -	\$ 6,000	\$ -
Depot - Upgrade Facilities (Budget Increase)	\$ 770,000	\$ 385,000	\$ 385,000	\$ -
Maidstone Park - Spreyton Hall Access Upgrades	\$ 20,000	\$ -	\$ 20,000	\$ -
Market Square Pavilion	\$ -	\$ -	\$ -	\$ -
Renewable Energy Improvements (Budget Increase)	\$ 182,000	\$ 36,400	\$ 145,600	\$ 91,000
Waterfront Park - Public Toilet Roof Infill Upgrades	\$ 27,000	\$ 13,500	\$ 13,500	\$ -
Works Depot - New Storage Container for Paranple Glass	\$ 7,000	\$ -	\$ 7,000	\$ -
Total	\$ 1,012,000	\$ 434,900	\$ 577,100	\$ 91,000
Building Class Total	\$ 26,391,000	\$ 12,754,400	\$ 13,636,600	\$ 21,091,000



PROJECT NAME: **Bass Strait Maritime Museum – Grease trap**
 PROPOSED BUDGET: \$25,000
 PROJECT OBJECTIVE: Building Upgrades

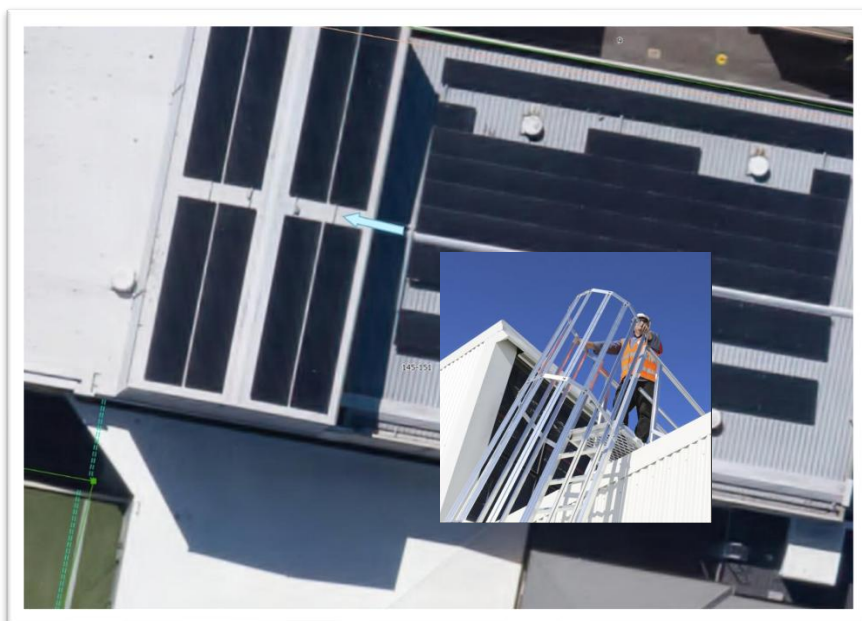
Project justification: Taswater audits have shown that a Grease Trap is required for continued operation of the café located in the building. Council has been issued with a Non Compliance notice, & given until October 2026 to comply with the requirements.

Project scope: Engineering design & installation of an in-ground grease trap system to meet trade waste category 2A compliance.

PROJECT NAME: **Paranple Arts Centre - Roof Access Safety System Upgrade**
 PROPOSED BUDGET: \$9,000
 PROJECT OBJECTIVE: Building Access Improvements

Project justification: Provision of safe access to raised theatre roof for inspections and cleaning of both solar and roof infrastructure as required

Project scope: Install pre-fabricated ladder system providing access from lower roof to upper roof area, including 4 x anchor points. System fully certified and compliant.



PROJECT NAME:	Paranple Arts Centre - Swipe Card Access Upgrades
PROPOSED BUDGET:	\$15,000
PROJECT OBJECTIVE:	Building Access Improvements

Project justification: Provision of secure and trackable access systems to always ensure safe & manageable access for staff & performers.

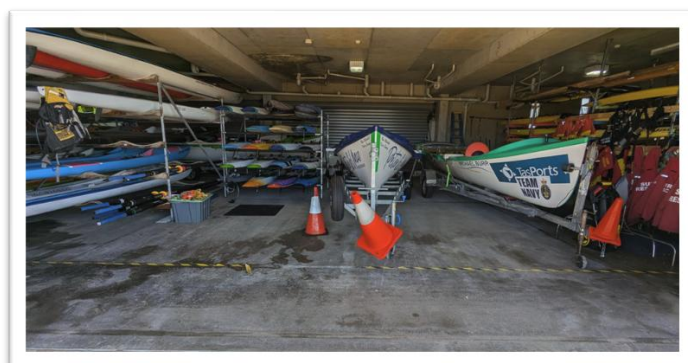
Project scope: Installation of swipe access to 7 doors & including integration into existing security system. Doors included; stage, Office, Store, Comms, kiosk, hall & Information entry.



PROJECT NAME:	Surf Club - Main Boat Store Floor Resurfacing
PROPOSED BUDGET:	\$30,000
PROJECT OBJECTIVE:	Safety

Project justification: High usage has caused the concrete floor in the boat storage area to become polished, resulting in a significant safety hazard and an increased level of slips and falls when handling equipment.

Project scope: Preparation of the surface by grinding, followed by waterproofing and application of a durable, non-slip epoxy coating.



PROJECT NAME:	Aquatic Centre - Building HVAC Replacement
PROPOSED BUDGET:	\$125,000 (Existing project budget increase)
PROJECT OBJECTIVE:	Asset renewal

Project justification: Existing HVAC units are at end of life & experiencing high levels of breakdown. New units also include the need to replace underground pipework due to changes in standards and size requirements. Doing both units at once will minimise the cost and interruption to the facility.

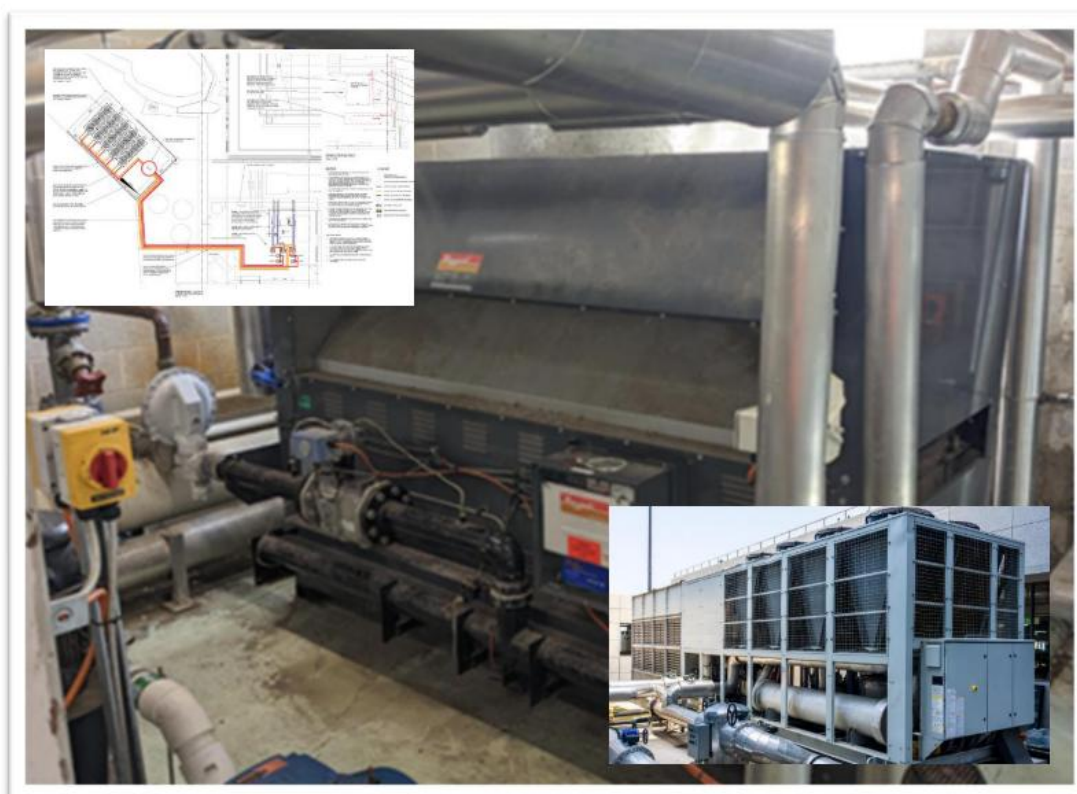
Project scope: Excavation, removal & replacement of existing pipework, replacement of two main HVAC units for Gym, group fitness & spin rooms. Commissioning & remediation of site.



PROJECT NAME:	Aquatic Centre - RAYPAC Pool Water Heating Replacement
PROPOSED BUDGET:	\$1,000,000 (Existing project budget increase)
PROJECT OBJECTIVE:	Asset renewal

Project justification: A HVAC heating systems design has been completed & has shown that this type of system will provide expected savings of approximately \$314,000 p/a, including considerable reduction in Gas use, & a smaller increase in power usage. HVAC systems are highly efficient, and the design allows for redundancy at current usage levels or upsizing of the system if required in the future.

Project scope: This project involves the complete replacement of the existing RAYPAC pool water heating system with a modern, efficient HVAC heat recovery system. The scope includes the procurement, installation, and commissioning of the new energy-efficient system, designed to meet current operational demands and regulatory requirements. The upgraded system will improve efficiency, reliability & reduce maintenance needs to ensure continuous operation.



PROJECT NAME:	Bass Strait Maritime Museum - Replace Café Bi-Fold Doors
PROPOSED BUDGET:	\$25,000
PROJECT OBJECTIVE:	Asset renewal

Project justification: The existing bi-fold doors in the café have reached the end of their serviceable life and are no longer functioning effectively. Ongoing issues with operation, including difficulty opening and closing, compromised sealing, and general wear and tear, are impacting both staff efficiency and customer experience.

Project scope: Removal of existing café bi-fold doors and supply and installation of new bi-fold door system, including all necessary hardware, finishes, and adjustments to ensure proper operation.

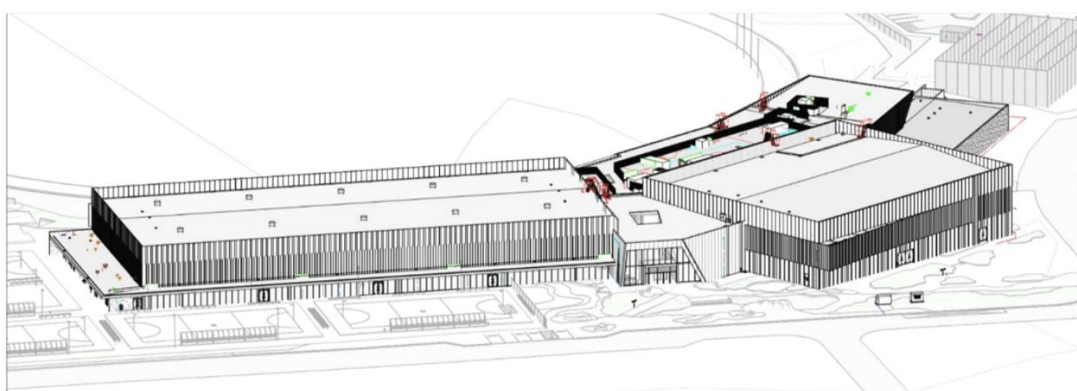


PROJECT NAME:	Devonport Sports Stadium Project
PROPOSED BUDGET:	\$24,000,000 (Inclusive of State and Federal grants)
PROJECT OBJECTIVE:	New sports stadium complex

Project justification: Council has identified a new indoor sports stadium as the highest priority in the Sport Infrastructure Master Plan. Federal and State Government grants of \$50m have been secured. Complete project construction.

Project scope: The Devonport Oval Sports Complex proposal provides for the development and co-location of state-of the-art multisport facilities at the Devonport Oval site and includes the following features:

- a four-court indoor facility supporting community participation and competition.
- a two-court show court and events centre.
- outdoor courts and community access recreation facilities.
- multi-club social and administration facilities.
- cricket and high-performance training facilities; and
- associated development including carparking, landscaping, signage, lighting and fencing works.



DEVONPORT OVAL SPORTS COMPLEX
DESIGN DEVELOPMENT DRAWINGS

ARCHITECTURAL DRAWINGS JOB NO. 3-22-0887



PROJECT NAME:	East Devonport Football Clubroom - Replace Door & Windows
PROPOSED BUDGET:	\$22,000
PROJECT OBJECTIVE:	Window renewal

Project justification: The existing windows are leaking and deteriorating, leading to energy loss and potential damage. Replacing them will improve insulation, prevent water intrusion, and enhance building integrity.

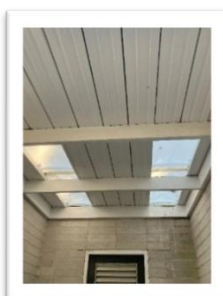
Project scope: Remove and replace selected windows, focusing on those with the worst leaks and visible deterioration.



PROJECT NAME:	Mersey Vale Cemetery - Public Toilet Refurbishment
PROPOSED BUDGET:	\$60,000
PROJECT OBJECTIVE:	Building Renewals

Project justification: This facility is open 24/7 & has high use, with no upgrade or major works since its construction. Works to include upgrade of both male & female toilets with an Ambulant cubical to provide more inclusive facilities. Floor & wall coatings to provide an easily cleaned and maintained finish.

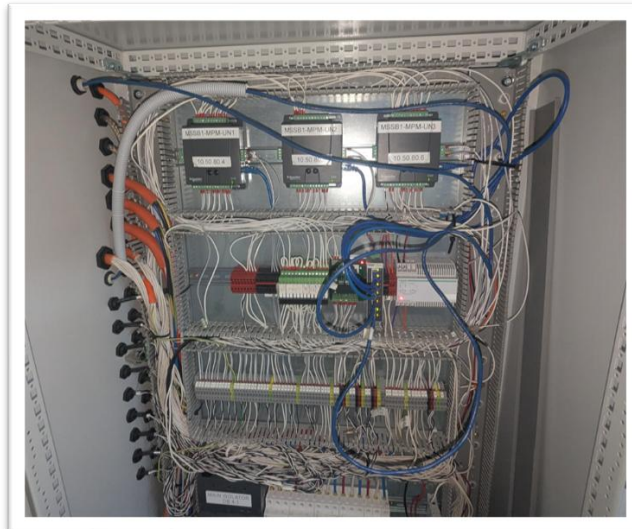
Project scope: Strip out cubicles, upgrade to ambulant standards, recoat flooring, replace fixtures & fittings, re paint.



PROJECT NAME:	Paranaple Arts Centre - HVAC System Upgrade
PROPOSED BUDGET:	\$68,000
PROJECT OBJECTIVE:	Building Renewals

Project justification: The BMS system continues to experience faults and is costly to maintain, largely due to service providers being located interstate. Persistent control issues have also prevented DCC from securing loans of artwork for exhibitions, as the system cannot reliably meet Class A environmental guidelines. These guidelines are recognised as an international standard within the museum sector.

Project scope: Removal of the existing Schneider control system and replacement with a new Innotech system, including verification of existing control requirements, provision of control hardware, programming, commissioning, and associated engineering services.



PROJECT NAME:	Byard Park - Irrigation Pipe and Equipment Storage
PROPOSED BUDGET:	\$6,000
PROJECT OBJECTIVE:	Building Renewals

Project justification: Irrigation equipment was previously stored at the old Byard Park facilities; however, the new facilities lack sufficient storage capacity. As a result, pipes and associated equipment are left exposed, increasing the risk of theft and damage.

Project scope: Utilise existing fence around the bin enclosure & practice nets, extend a new fence section and gate to create a secure enclosure. Project to include a concrete slab and repositioning of inground IO.



PROJECT NAME:	Depot - Upgrade Facilities
PROPOSED BUDGET:	\$770,000 (Existing project budget increase)
PROJECT OBJECTIVE:	Building Removal

Project justification: The existing facilities building is no longer suitable for a modern workplace. The amenities are in poor condition with no dedicated female toilet or change room areas. There is no indoor meeting space in which the outdoor workforce can gather for training or depot-wide meetings.

Upgrades are long overdue and are a regular issue raised in staff culture surveys, particularly since the opening of the council offices in the paranapple building.

Project scope: Develop new amenities, depot-wide meeting room and updated staff facilities. Preliminary design work indicates a total project budget in the order of \$1.2m with the intention to stage the works across two years.



PROJECT NAME:	Maidstone Park - Spreyton Hall Access Upgrades
PROPOSED BUDGET:	\$20,000
PROJECT OBJECTIVE:	Building Renewals

Project justification: This project will improve overall site security by installing controlled access systems across key entry points. The upgrades will provide enhanced control and allow for better tracking and auditing of access activity, and provide a link into the Bookable system for the site.

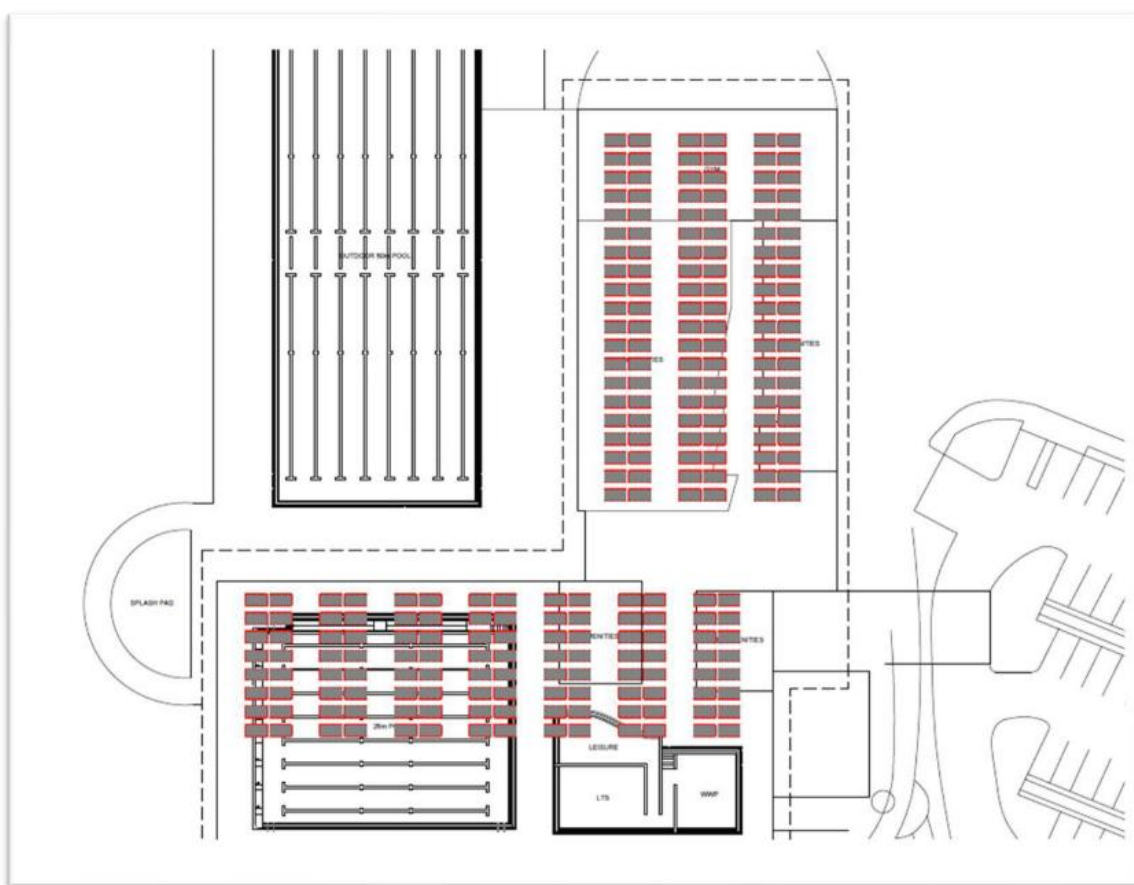
Project scope: Supply and install an integrated access control system on 4 door, 2 x external & 2 x internal



PROJECT NAME: **Renewable Energy Improvements**
 PROPOSED BUDGET: \$182,000 (Existing project budget increase)
 PROJECT OBJECTIVE: Upgrades

Project justification: Under the existing Renewable Energy Improvement Federal Grant program, Solar installed at the Aquatic centre has been identified as a high value site for energy efficiency savings. Installation of a solar system aligns with the councils living lightly on the environment. The grant expenditure must be completed in the 27FY to comply with the agreement.

Project scope: Confirmation of structural suitability and installation of a 99.5 KW solar system that includes micro inverter technology providing reporting capability in line with existing solar systems.



PROJECT NAME:	Waterfront Park - Public Toilet Roof Infill Upgrades
PROPOSED BUDGET:	\$27,000
PROJECT OBJECTIVE:	Building Upgrades

Project justification: Installation of above wall screens are designed to combat the constant repairs from high rates of vandalism caused by people climbing over the walls of the toilets & onto the roof. Accessing the toilets & roof by climbing is a risk to both structure & people, with the result that toilets are regularly closed for repair, causing disruption to the public needing to use the facilities.

Project scope: Installation of metal frames with timber slats along each wall surrounding the two toilet locations. These will be designed to match the existing structure colour & form, while preventing people from accessing the top of the walls and roof.



PROJECT NAME:	Works Depot - New Storage Container for Paranaple Glass
PROPOSED BUDGET:	\$7,000
PROJECT OBJECTIVE:	Building Upgrades

Project justification: During the paranaple building project, spare glass panes valued at over \$500,000 were provided & have been stored in a container located at the waste transfer station. The existing container storage has been damaged by water ingress and the glass is now not securely stored.

Project scope: Purchase a good quality open top container complete with waterproof tarp. Move glass & re manufacture timber supports before re storing glass in new container. Dispose of original container.



Public Open Space and Recreation Projects

Project Name	Total \$	Renewal \$	New \$	External \$
Safety & Risk Mitigation Projects				
Don Recreation Ground - New Perimeter Safety Netting A	\$ 35,000	\$ -	\$ 35,000	\$ -
East Devonport Foreshore - Fence Off-Leash Dog Exercise	\$ 63,000	\$ -	\$ 63,000	\$ -
Total	\$ 98,000	\$ -	\$ 98,000	\$ -
Renewal Projects				
Aikenhead Point Renewal Stage 2	\$ 200,000	\$ 200,000	\$ -	\$ -
Devonport Oval - Cycle Track Fence Renewal (Budget Incr	\$ 80,000	\$ 80,000	\$ -	\$ -
Park Furniture Renewal Program	\$ 52,000	\$ 52,000	\$ -	\$ -
Total	\$ 332,000	\$ 332,000	\$ -	\$ -
Prioritisation Projects				
Shared User Path - New Park Furniture, Water Fountains	\$ 50,000	\$ -	\$ 50,000	\$ -
Total	\$ 50,000	\$ -	\$ 50,000	\$ -
Public Open Space and Recreation Class Total	\$ 480,000	\$ 332,000	\$ 148,000	\$ -



PROJECT NAME:	Don Recreation Ground - New Perimeter Safety Netting Along Residential Boundary
PROPOSED BUDGET:	\$35,000
PROJECT OBJECTIVE:	Safety

Project justification: The main cricket ground is located very close to neighbouring properties, with the boundary positioned only 2 metres from residential fences. As a result, balls are frequently hit for six and travel over these fences into private yards. This has led to damage to private property and poses a safety risk to residents, particularly when using their yards during training sessions and match days.

Project scope: Installation of perimeter fence and safety netting



PROJECT NAME:	East Devonport Foreshore - Fence Off-Leash Dog Exercise Area
PROPOSED BUDGET:	\$63,000
PROJECT OBJECTIVE:	Safety

Project justification: East Devonport currently lacks a dedicated, off-leash dog exercise space. While the broader Devonport area has some informal dog-friendly zones, there is no facility in East Devonport that allows safe, controlled off-leash activity.

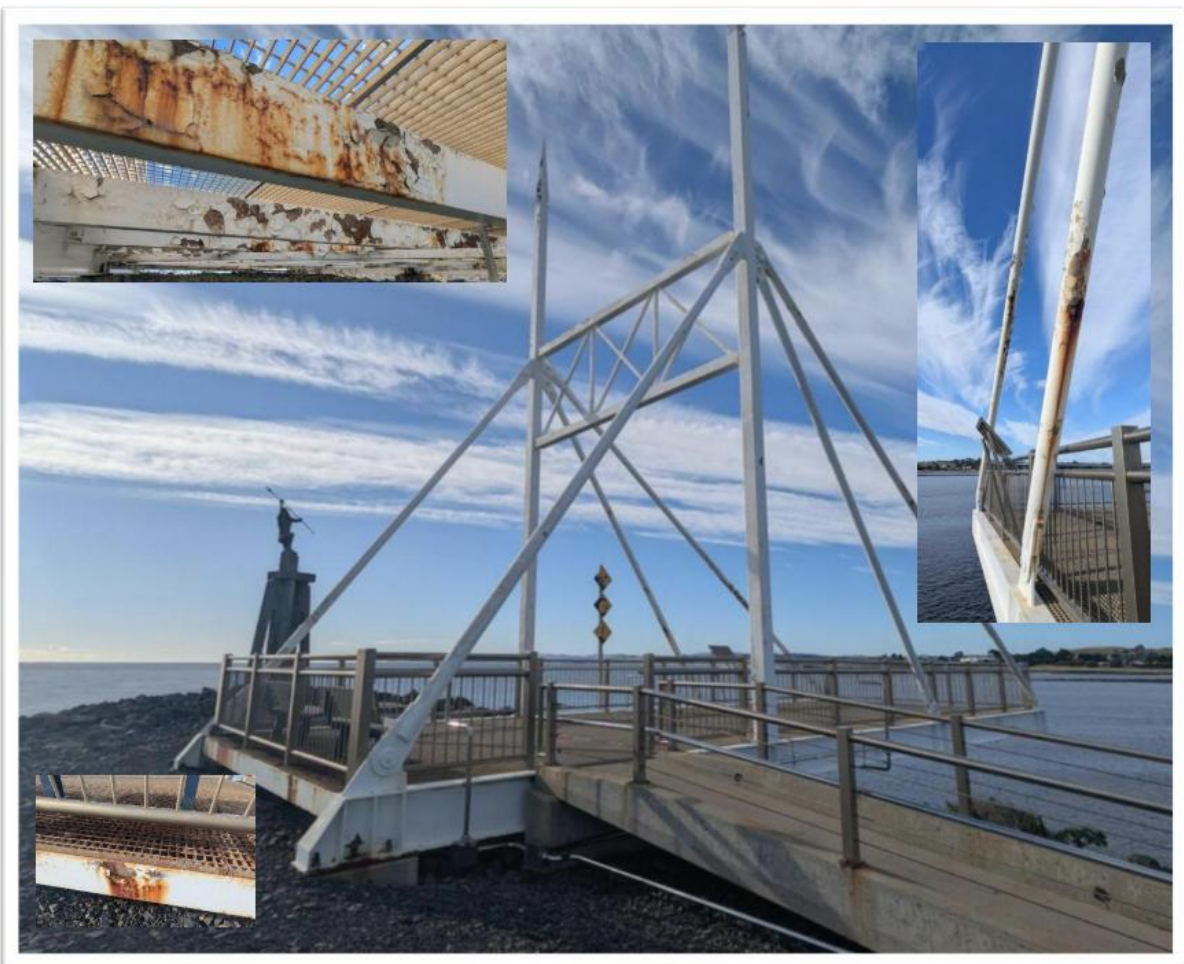
Project scope: Project scope comprises the installation of black mesh fencing, associated landscape plantings, and the supply and installation of a dog water bowl.



PROJECT NAME:	Aikenhead Point Renewal Stage 2
PROPOSED BUDGET:	\$200,000
PROJECT OBJECTIVE:	Renewal

Project justification: The platform structure is significantly affected by corrosion, & the protective paint coating is flaking off in large sections. As a result, paint debris is entering the marine environment, creating a contamination risk.

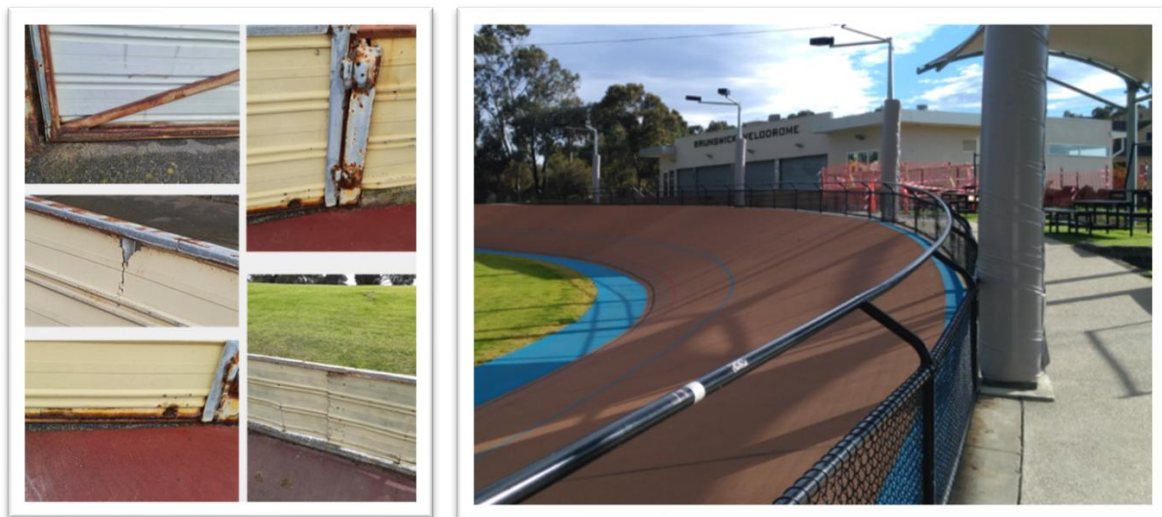
Project scope: Blast & re-paint main structure, giving consideration to the environment the works are to be carried out in. Replace damaged deck sections and seating.



PROJECT NAME:	Devonport Oval - Cycle Track Boundary Fence
PROPOSED BUDGET:	\$80,000 (Existing project budget increase)
PROJECT OBJECTIVE:	Safety Improvements & Asset Renewal

Project justification: The existing boundary fence around Devonport Oval's cycle track is in poor condition and requires replacement. Upgrading the fence will improve safety and the overall functionality of the track, ensuring a better experience for users and maintaining the integrity of the facility.

Project scope: Remove existing fence & replace with Black PVC coated wire mesh fence & required gates. Fence to include barrier as per Australian Cycling Federations standards and recommendations.



PROJECT NAME: **Park Furniture Renewal Program**

PROPOSED BUDGET: \$52,000

PROJECT OBJECTIVE: Asset Renewal

Project justification: Many older items of timber park furniture require renewal as they approach end of life. Some current furniture is also difficult to use for people with limited mobility, becoming unsafe for public use or no longer fit for purpose.

Project scope: Continue with the programmed replacement of park furniture that is at end of life in key areas such as Fourways, Best St/ Oldaker St & St Georges Oval.



PROJECT NAME:	Shared User Path - New Park Furniture, Water Fountains & Bike Racks/Storage
PROPOSED BUDGET:	\$50,000
PROJECT OBJECTIVE:	Upgrades

Project justification: This project supports to enhance the functionality, accessibility, and user experience of the shared user path through the installation of new park furniture, water fountains, and bicycle racks/storage facilities.

Project scope: Investigate and install new infrastructure at identified locations, including park furniture, water fountains, bike racks/storage and feasibility checks



Plant and Fleet Projects

Project Name	Total \$	Renewal \$	New \$	External* \$
Fleet Management				
Fleet Replacement Program	\$ 332,000	\$ 332,000	\$ -	\$ 82,500
Total	\$ 332,000	\$ 332,000	\$ -	\$ 82,500
Hire Plant Management				
Cemetery Backhoe JCB 3CX B62KT (E001015)	\$ 200,000	\$ 200,000	\$ -	\$ 60,000
Civil Roller - Twin Drum (E000962)	\$ 60,000	\$ 60,000	\$ -	\$ 5,000
Civil Truck - Isuzu NLR45-150 SWB (E000169)	\$ 110,000	\$ 110,000	\$ -	\$ 15,000
Civil Truck - Isuzu NPR 65 SWB (E000170)	\$ 130,000	\$ 130,000	\$ -	\$ 20,000
Modern Burial System -Design of Lid Lifter Replacement	\$ 15,000	\$ 7,500	\$ 7,500	\$ -
Total	\$ 515,000	\$ 507,500	\$ 7,500	\$ 100,000
Non-Hire Plant Management				
Non-Hire Plant Replacement Program	\$ 196,500	\$ 125,000	\$ 71,500	\$ 56,075
Total	\$ 196,500	\$ 125,000	\$ 71,500	\$ 56,075
Fleet Management and Plant Class Total	\$ 1,043,500	\$ 964,500	\$ 79,000	\$ 238,575

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



PROJECT NAME: **Fleet renewal program**

PROPOSED BUDGET: \$332,000 (less trade)

PROJECT OBJECTIVE: Asset renewal

Project justification: In accordance with the 10yr Fleet Replacement Program to ensure safety and reliability is maintained, while life cycle costs are minimised.

Project scope: Replacement of 6 vehicles with suitable modern equivalent, consider safety, efficiency, and operational requirements. A minimum of 1 and up to 2 of the 6 vehicles will be replaced by EV's.



PROJECT NAME: **Cemetery Backhoe JCB 3CX B62KT (E001015)**

PROPOSED BUDGET: \$200,000 (less trade)

PROJECT OBJECTIVE: Asset renewal

Project justification: Backhoe renewal for Cemetery due to the old one being well past it's renewal date. The Parks Team will use this machine to dig new graves and for re-opens at double depth existing plots. They will also utilise the front bucket to re-use the spoils dug out from the grave to cover back in. The soil they use currently is topsoil purchased from a local distributor.

The current backhoe at the Depot will also be sold, leaving us with one shared backhoe.

Project scope: Purchase new Backhoe for the Cemetery and share with the Depot



PROJECT NAME: **Civil Roller - Twin Drum (E000962)**

PROPOSED BUDGET: \$60,000 (less trade)

PROJECT OBJECTIVE: Asset renewal

Project justification: Renewal of our current Bomag vibrating drum roller. The roller is used for road maintenance and for compaction work like footpath bases. It will be a like for like replacement.

Project scope: Purchase a new roller like for like in specs for the Civil Team.



PROJECT NAME: **Civil Truck - Isuzu NLR45-150 SWB (E000169)**

PROPOSED BUDGET: \$110,000 (less trade)

PROJECT OBJECTIVE: Asset renewal

Project justification: Replacement of our small size Civil truck. This is used daily for day-to-day operations. It is a light truck and can be driven on a car license

Project scope: Replace truck – like for like in specifications.



PROJECT NAME:	Civil Truck - Isuzu NPR 65 SWB (E000170)
PROPOSED BUDGET:	\$130,000 (less trade)
PROJECT OBJECTIVE:	Asset renewal

Project justification: Replacement of our medium size tipper truck for the Civil truck. Replacement of our small size Civil truck.

Project scope: Replace truck – like for like in specifications.



PROJECT NAME:	Modern Burial System - Design of Lid Lifter Replacement
PROPOSED BUDGET:	\$15,000
PROJECT OBJECTIVE:	Asset renewal

Project justification: Our current MBS lid lifter is approaching 10 years of age. We believe that it is time to scope and look at replacing this unit. It is a specialised machine that lifts the top off the MBS graves which puts a great deal of stress and strain on the structure. The plan is to incorporate our mods and requirements into the new build in the design phase.

Project scope: Engage Austeng in designing, scoping and engineering a replacement MBS lid lifter for the 27-28 Capital budget



PROJECT NAME:	Non-Hire (Minor) Plant Replacement Program
PROPOSED BUDGET:	\$196,500 (less trade)
PROJECT OBJECTIVE:	Asset renewal

Project justification: This annual allocation is to ensure minor plant replacements are maintained to support Council works crews with their standard operations.

Project scope: Replacement of minor plant and equipment for Works Department, including items such as front-end loader sifter bucket, quick cut concrete saw, vibrating roller trailer, 18V battery tool kit, Civil Team mobile workshop trailer, GPS robotic line marker, 15Kva mobile generator on trailer (Transfer Station)



Office and Equipment Projects

Project Name	Total \$	Renewal \$	New \$	External \$
Safety & Risk Mitigation Projects				
Total	\$ -	\$ -	\$ -	\$ -
Renewal Projects				
Aquatic Centre - Equipment renewal	\$ 265,000	\$ 265,000	\$ -	\$ -
Aquatic Centre - Replace CCTV for Dog Exercise Area	\$ 9,000	\$ 9,000	\$ -	\$ -
Bass Strait Maritime Museum - CCTV Indoor Camera Upgrade	\$ 15,000	\$ 7,500	\$ 7,500	\$ -
Building Fittings, Fixtures & Equipment - Renewal Program	\$ 50,000	\$ 50,000	\$ -	\$ -
Information Technology - Renewals & upgrades	\$ 50,000	\$ 50,000	\$ -	\$ -
Paranple Convention Centre - Bar Replacement	\$ 20,000	\$ 20,000	\$ -	\$ -
Paranple Convention Centre - Replace Room Dividers	\$ 12,000	\$ 12,000	\$ -	\$ -
Reactive Replacement of Equipment for Property Management	\$ 50,000	\$ 50,000	\$ -	\$ -
Uninterrupted Power System - Operations Centre & Paranple	\$ 10,000	\$ 10,000	\$ -	\$ -
Total	\$ 481,000	\$ 473,500	\$ 7,500	\$ -
Prioritisation Projects				
Paranple Convention Centre - New Meeting Room Furniture	\$ 60,000	\$ 30,000	\$ 30,000	\$ -
Paranple Office - Online Access Room Microphone & Display	\$ 5,000	\$ -	\$ 5,000	\$ -
Paranple Office - Online Access Room Yearlink Upgrade	\$ 5,000	\$ -	\$ 5,000	\$ -
Spreyton Resource Recovery & Reuse Centre - Upgrades & Repairs	\$ 30,000	\$ -	\$ 30,000	\$ 15,000
Tidal Acquisitive Art Award – Biennial	\$ 25,000	\$ -	\$ 25,000	\$ -
Total	\$ 125,000	\$ 30,000	\$ 95,000	\$ 15,000
Office & Equipment Class Total	\$ 606,000	\$ 503,500	\$ 102,500	\$ 15,000



PROJECT NAME: **Aquatic Centre - Equipment renewal**

PROPOSED BUDGET: \$265,000

PROJECT OBJECTIVE: Renewals

Project justification: Replacement program of various items due to age and condition, including failed equipment.

Project scope: Replacement items include plant valves, dosing equipment, electrical sensors, pre-filter units, fire panel, VSD's and pumps.



PROJECT NAME:	Aquatic Centre - Replace CCTV for Dog Exercise Area
PROPOSED BUDGET:	\$9,000
PROJECT OBJECTIVE:	Equipment renewals

Project justification: Existing camera in not functioning and there is no method of capturing incidents when they occur. This site has historically received complaints regarding dog issues regularly.

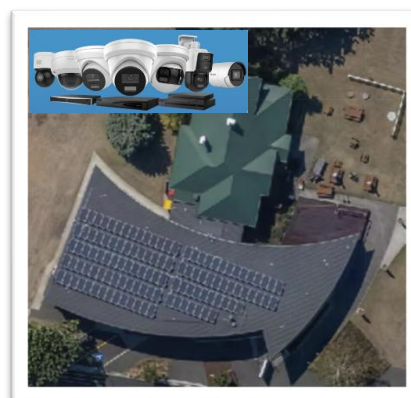
Project scope: Installation of 3 x CCTV cameras and associated infrastructure on the building overlooking the dog park. Supply & installation of all associated hardware and rack mounted in the shared facility.



PROJECT NAME:	Bass Strait Maritime Museum - CCTV Indoor Camera Upgrade
PROPOSED BUDGET:	\$15,000
PROJECT OBJECTIVE:	Renewals

Project justification: Areas of the museum are not covered by CCTV & there has been an instance of theft reported recently. Coverage of new areas will assist with keeping the collection secure.

Project scope: Installation CCTV cameras and associated hardware to upgrade the site.



PROJECT NAME:	Building Fittings, Fixtures & Equipment - Renewal Program
PROPOSED BUDGET:	\$50,000
PROJECT OBJECTIVE:	Equipment renewals

Project justification: The Renewal Program ensures essential fixtures, fittings and equipment across councils' public buildings are maintained, replaced, or upgraded to extend their lifespan, reduce operational risks, and deliver reliable services.

Project scope: The program covers planned and reactive replacement of fixtures, fittings and equipment across councils public and operational buildings.

PROJECT NAME:	Information Technology - Renewals & upgrades
PROPOSED BUDGET:	\$50,000
PROJECT OBJECTIVE:	Equipment renewals

Project justification: Upgrading council IT systems ensures secure, efficient service delivery to the community. It supports modern applications, enhances cybersecurity, reduces system failures, and improves staff productivity.

Project scope: This project includes the replacement, upgrade, or enhancement of outdated hardware, software, and network infrastructure. It covers core systems, end-user devices, cybersecurity improvements, and cloud service integration to ensure reliable, secure, and efficient council operations.



PROJECT NAME:	Paranaple Convention Centre - Bar Replacement
PROPOSED BUDGET:	\$20,000
PROJECT OBJECTIVE:	Renewal

Project justification: Two original bar units have failed & are no longer operational. This has reduced the service capacity & is impacting service levels provided by the contractor & revenue returns from events. This project is for three matching units to be custom made to ensure consistency of equipment, operational flexibility & professional venue image.

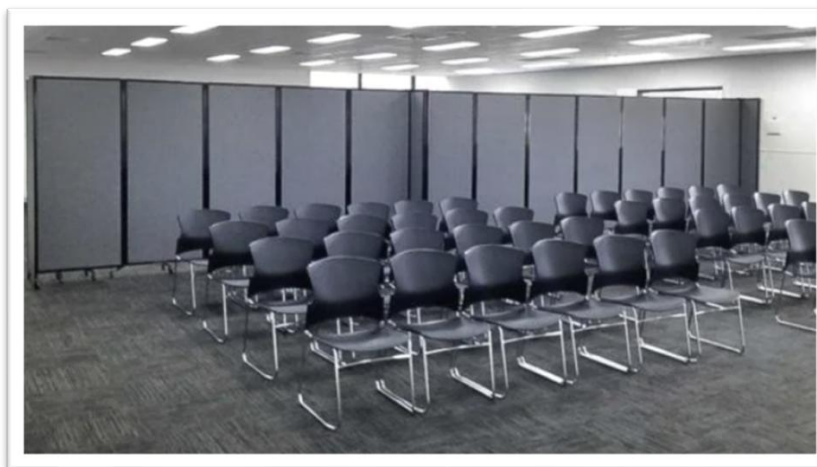
Project scope: Engage a local supplier to manufacture new units similar to the original, with improvements to ensure longer life. Units to include sinks, power points & draws as required.



PROJECT NAME:	Paranaple Convention Centre - Replace Room Dividers
PROPOSED BUDGET:	\$12,000
PROJECT OBJECTIVE:	Renewal

Project justification: Existing room dividers are aging and breaking preventing their use. The dividers are used to separate sections of the convention centre space for smaller meetings, & to create alternate entrances.

Project scope:
Purchase of new like for like divider panels & disposal of the existing panels.



PROJECT NAME:	Reactive Replacement of Equipment for Property Management
PROPOSED BUDGET:	\$50,000
PROJECT OBJECTIVE:	Equipment renewals

Project justification: Reactive replacement ensures critical equipment is promptly restored minimizing service disruptions, maintaining safety, and supporting continuous operation of council-managed properties.

Project scope: This project covers the unplanned replacement of failed or damaged equipment in council properties to restore functionality, ensure safety, and maintain service continuity.

PROJECT NAME:	Uninterrupted Power System - Operations Centre & Paranaple Arts Centre
PROPOSED BUDGET:	\$10,000
PROJECT OBJECTIVE:	Upgrades

Project justification: Uninterruptable power supplies are integral to keeping the council network operational. The existing uninterruptable power supplies at both the Operations Centre & Paranaple Arts centre are at end of life & require replacement.

Project scope: Procure replacement, like for like UPS units and change out.

PROJECT NAME:	Paranaple Convention Centre – Online Access Room & Furniture replacement for existing meeting rooms
PROPOSED BUDGET:	\$60,000
PROJECT OBJECTIVE:	Upgrades

Project justification: Online access meeting room is being returned to council for use as a hire room. This will require stripping and re fitting with new office style furniture. The existing hire meeting rooms have furniture that is at end of life & requires replacing due to failures.

Project scope: Purchase of new office furniture to align with the standard systems used in the hire meeting rooms managed by council. Disposal of the old furniture.



PROJECT NAME:	Paranaple Office - Online Access Room Microphone & Display Installation
PROPOSED BUDGET:	\$5,000
PROJECT OBJECTIVE:	Upgrades

Project justification: Online access meeting room is being returned to council for use as a hire room. This will require new fit out with room microphones & displays.

Project scope: Purchase required hardware & install as required.

PROJECT NAME:	Paranaple Office - Online Access Room Yearlink Upgrade
PROPOSED BUDGET:	\$5,000
PROJECT OBJECTIVE:	Upgrades

Project justification: Online access meeting room is being returned to council for use as a hire room. This will require new fit out of yearlink system to facilitate teams use.

Project scope: Purchase required hardware & install as required.

PROJECT NAME:	Spreyton Resource Recovery & Reuse Centre - Upgrades & automation of tollbooth & payment system
PROPOSED BUDGET:	\$30,000 (\$15,000 external funded)
PROJECT OBJECTIVE:	Upgrade

Project justification: The project will modernise toll collection operations through the implementation of automated payment technologies, improved transaction processing, and integrated monitoring systems.

Project scope: The installation of technology necessary for vehicle number plate recognition.



PROJECT NAME:	Tidal Acquisitive Art Award – Biennial
PROPOSED BUDGET:	\$25,000
PROJECT OBJECTIVE:	Prioritisation

Project justification: Tidal: City of Devonport Art Award is a biennial, acquisitive art award. Tidal provides a contemporary platform for Tasmanian artists to reflect upon the Tidal theme and the myriad perspectives and challenges inherent within the interconnections of land and sea. These challenges may be personal or political, natural or cultural and therefore interpretations of the theme can vary considerably within a contemporary art context. Tidal was first launched in 2004, and since 2010 has been an acquisitive award. As a result, seven Tidal Award recipients' works to date have become a part of the DCC Permanent Collection.

Tidal is a significant cultural tourism economic driver for Devonport.

Project scope: Acquire the artwork as judged 'winner' from Tidal.





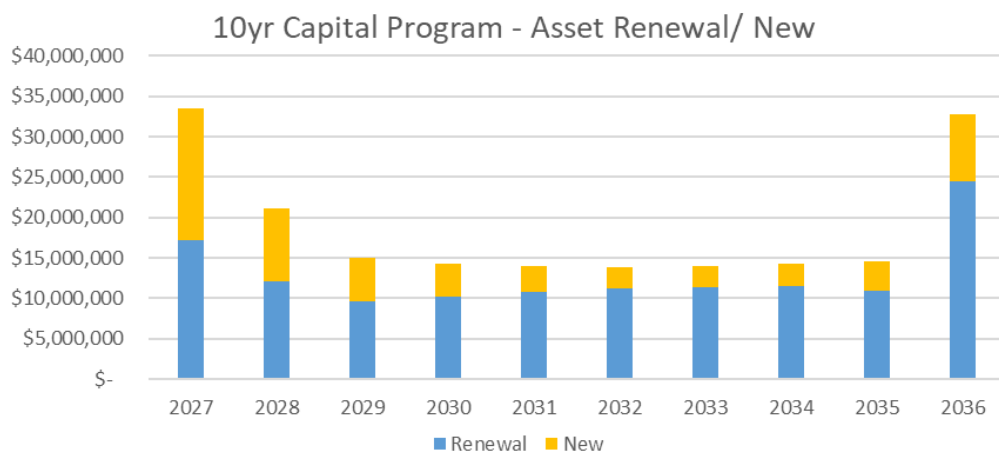
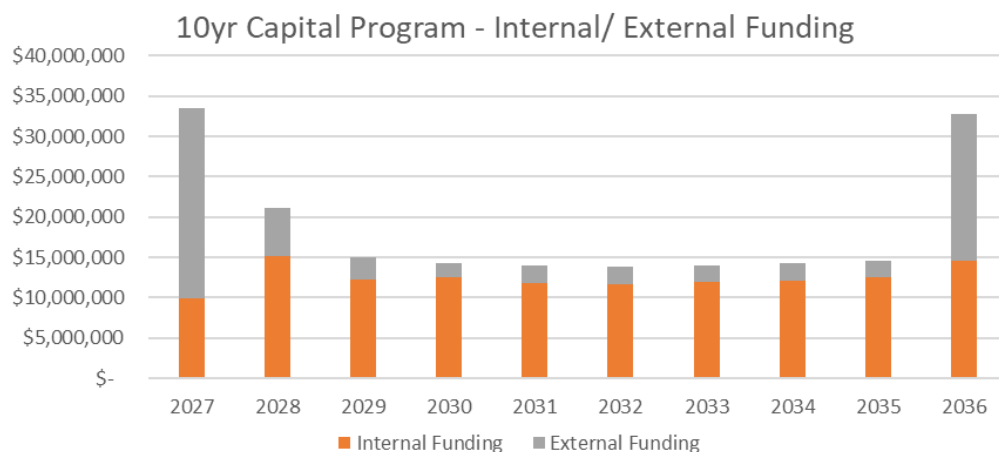
10yr Capital Program 2027-2036

June 2026 – Final

10yr Capital Program											
Class	Category	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
Transport											
	Safety	\$ 1,140,000	\$ 572,000	\$ 2,359,000	\$ 2,030,000	\$ 2,030,000	\$ 2,095,000	\$ 2,030,000	\$ 2,090,000	\$ 2,030,000	\$ 2,030,000
	Renewal	\$ 2,040,000	\$ 4,213,000	\$ 4,139,000	\$ 4,350,000	\$ 4,750,000	\$ 4,597,000	\$ 4,750,000	\$ 4,750,000	\$ 4,750,000	\$ 4,750,000
	Prioritisation	\$ 1,470,000	\$ 782,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 250,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000
	Total	\$ 4,650,000	\$ 5,567,000	\$ 6,648,000	\$ 6,530,000	\$ 6,930,000	\$ 6,942,000	\$ 6,930,000	\$ 6,990,000	\$ 6,930,000	\$ 6,930,000
Stormwater											
	Safety	\$ -	\$ 1,552,000	\$ 2,413,000	\$ 1,664,000	\$ 1,287,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000
	Renewal	\$ 150,000	\$ 234,000	\$ 150,000	\$ 170,000	\$ 550,000	\$ 1,350,000	\$ 1,350,000	\$ 1,350,000	\$ 1,350,000	\$ 1,350,000
	Prioritisation	\$ 175,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000
	Total	\$ 325,000	\$ 1,936,000	\$ 2,713,000	\$ 1,984,000	\$ 1,987,000	\$ 1,900,000	\$ 1,900,000	\$ 1,900,000	\$ 1,900,000	\$ 1,900,000
Buildings											
	Safety	\$ 79,000	\$ 121,000	\$ 130,000	\$ 509,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000
	Renewal	\$ 25,300,000	\$ 3,398,000	\$ 1,035,000	\$ 1,339,000	\$ 1,500,000	\$ 1,430,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000
	Prioritisation	\$ 1,012,000	\$ 1,434,000	\$ 1,160,000	\$ 166,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total	\$ 26,391,000	\$ 4,953,000	\$ 2,325,000	\$ 2,014,000	\$ 2,000,000	\$ 1,930,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000
Parks & Open Space											
	Safety	\$ 98,000	\$ 355,000	\$ 165,000	\$ 1,255,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 1,355,000	\$ 100,000
	Renewal	\$ 332,000	\$ 6,140,500	\$ 874,500	\$ 580,000	\$ 592,000	\$ 530,000	\$ 530,000	\$ 530,000	\$ 230,000	\$ 20,130,000
	Prioritisation	\$ 50,000	\$ 448,000	\$ 450,000	\$ 150,000	\$ 365,000	\$ 450,000	\$ 450,000	\$ 450,000	\$ 250,000	\$ 150,000
	Total	\$ 480,000	\$ 6,943,500	\$ 1,489,500	\$ 1,985,000	\$ 1,357,000	\$ 1,380,000	\$ 1,380,000	\$ 1,380,000	\$ 1,835,000	\$ 20,380,000
Office & Equipment											
	Safety	\$ -	\$ 11,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ -	\$ -	\$ -
	Renewal	\$ 481,000	\$ 225,000	\$ 624,000	\$ 572,000	\$ 486,000	\$ 515,000	\$ 701,000	\$ 895,000	\$ 895,000	\$ 501,000
	Prioritisation	\$ 125,000	\$ 342,600	\$ 42,000	\$ 35,000	\$ 75,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 60,000	\$ 50,000
	Total	\$ 606,000	\$ 578,600	\$ 676,000	\$ 617,000	\$ 571,000	\$ 560,000	\$ 746,000	\$ 930,000	\$ 955,000	\$ 551,000
Plant & Fleet											
	Fleet	\$ 332,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 255,000	\$ 255,000
	Hire Plant	\$ 515,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 663,000	\$ 663,000
	Non-Hire Plant	\$ 196,500	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 102,000	\$ 102,000
	Total	\$ 1,043,500	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 1,020,000	\$ 1,020,000
	Grand Total	\$ 33,495,500	\$ 21,078,100	\$ 14,951,500	\$ 14,230,000	\$ 13,945,000	\$ 13,812,000	\$ 14,056,000	\$ 14,300,000	\$ 14,640,000	\$ 32,781,000

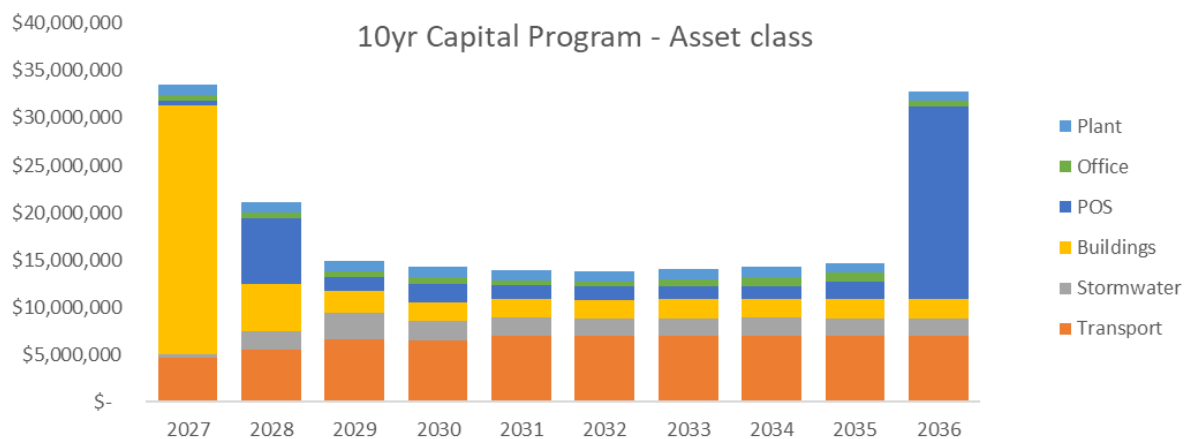
Capital Program detailing the Internal/ External Funding and Asset Renewal/ New Breakdown is shown below.

Year	Total \$	Internal \$	External \$	Renewal \$	New \$
2027	\$ 33,495,500	\$ 9,885,925	\$ 23,609,575	\$ 17,243,900	\$ 16,251,600
2028	\$ 21,078,100	\$ 15,130,100	\$ 5,948,000	\$ 12,164,250	\$ 8,913,850
2029	\$ 14,951,500	\$ 12,296,500	\$ 2,655,000	\$ 9,594,000	\$ 5,357,500
2030	\$ 14,230,000	\$ 12,525,000	\$ 1,705,000	\$ 10,145,000	\$ 4,085,000
2031	\$ 13,945,000	\$ 11,790,000	\$ 2,155,000	\$ 10,839,500	\$ 3,105,500
2032	\$ 13,812,000	\$ 11,657,000	\$ 2,155,000	\$ 11,188,250	\$ 2,623,750
2033	\$ 14,056,000	\$ 11,901,000	\$ 2,155,000	\$ 11,402,250	\$ 2,653,750
2034	\$ 14,300,000	\$ 12,145,000	\$ 2,155,000	\$ 11,476,250	\$ 2,823,750
2035	\$ 14,640,000	\$ 12,485,000	\$ 2,155,000	\$ 10,860,250	\$ 3,779,750
2036	\$ 32,781,000	\$ 14,626,000	\$ 18,155,000	\$ 24,417,250	\$ 8,363,750
Average	\$ 18,728,910	\$ 12,444,153	\$ 6,284,758	\$ 12,933,090	\$ 5,795,820



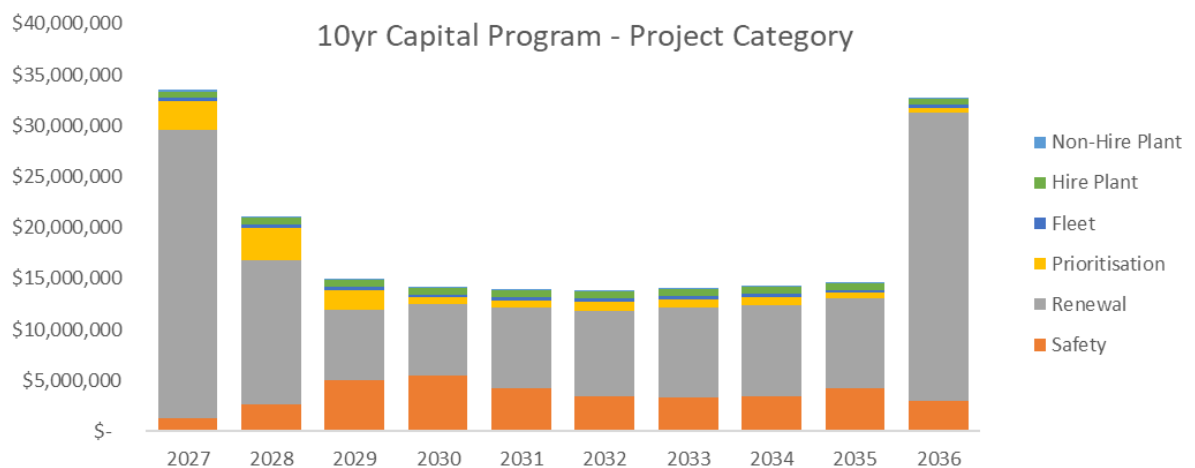
Capital Program detailing expenditure by Asset Class breakdown is shown below.

Year	Transport	Stormwater	Buildings	Parks & Open Space	Office & Equipment	Plant & Fleet	Total
2027	\$ 4,650,000	\$ 325,000	\$ 26,391,000	\$ 480,000	\$ 606,000	\$ 1,043,500	\$ 33,495,500
2028	\$ 5,567,000	\$ 1,936,000	\$ 4,953,000	\$ 6,943,500	\$ 578,600	\$ 1,100,000	\$ 21,078,100
2029	\$ 6,648,000	\$ 2,713,000	\$ 2,325,000	\$ 1,489,500	\$ 676,000	\$ 1,100,000	\$ 14,951,500
2030	\$ 6,530,000	\$ 1,984,000	\$ 2,014,000	\$ 1,985,000	\$ 617,000	\$ 1,100,000	\$ 14,230,000
2031	\$ 6,930,000	\$ 1,987,000	\$ 2,000,000	\$ 1,357,000	\$ 571,000	\$ 1,100,000	\$ 13,945,000
2032	\$ 6,942,000	\$ 1,900,000	\$ 1,930,000	\$ 1,380,000	\$ 560,000	\$ 1,100,000	\$ 13,812,000
2033	\$ 6,930,000	\$ 1,900,000	\$ 2,000,000	\$ 1,380,000	\$ 746,000	\$ 1,100,000	\$ 14,056,000
2034	\$ 6,990,000	\$ 1,900,000	\$ 2,000,000	\$ 1,380,000	\$ 930,000	\$ 1,100,000	\$ 14,300,000
2035	\$ 6,930,000	\$ 1,900,000	\$ 2,000,000	\$ 1,835,000	\$ 955,000	\$ 1,020,000	\$ 14,640,000
2036	\$ 6,930,000	\$ 1,900,000	\$ 2,000,000	\$ 20,380,000	\$ 551,000	\$ 1,020,000	\$ 32,781,000



Capital Program detailing expenditure by Project Category breakdown is shown below.

Year	Safety	Renewal	Prioritisation	Fleet	Hire Plant	Non-Hire Plant	Total
2027	\$ 1,317,000	\$ 28,303,000	\$ 2,832,000	\$ 332,000	\$ 515,000	\$ 196,500	\$ 33,495,500
2028	\$ 2,611,000	\$ 14,210,500	\$ 3,156,600	\$ 300,000	\$ 700,000	\$ 100,000	\$ 21,078,100
2029	\$ 5,077,000	\$ 6,822,500	\$ 1,952,000	\$ 300,000	\$ 700,000	\$ 100,000	\$ 14,951,500
2030	\$ 5,468,000	\$ 7,011,000	\$ 651,000	\$ 300,000	\$ 700,000	\$ 100,000	\$ 14,230,000
2031	\$ 4,227,000	\$ 7,878,000	\$ 740,000	\$ 300,000	\$ 700,000	\$ 100,000	\$ 13,945,000
2032	\$ 3,405,000	\$ 8,422,000	\$ 885,000	\$ 300,000	\$ 700,000	\$ 100,000	\$ 13,812,000
2033	\$ 3,340,000	\$ 8,831,000	\$ 785,000	\$ 300,000	\$ 700,000	\$ 100,000	\$ 14,056,000
2034	\$ 3,390,000	\$ 9,025,000	\$ 785,000	\$ 300,000	\$ 700,000	\$ 100,000	\$ 14,300,000
2035	\$ 4,285,000	\$ 8,725,000	\$ 610,000	\$ 255,000	\$ 663,000	\$ 102,000	\$ 14,640,000
2036	\$ 3,030,000	\$ 28,231,000	\$ 500,000	\$ 255,000	\$ 663,000	\$ 102,000	\$ 32,781,000





10yr Capital Program - Projects List

Year	Class	Category	Project Name	Total \$	Renewal \$	New \$	External \$
2027	Buildings	Safety	Bass Strait Maritime Museum – Grease trap	\$ 25,000	\$ -	\$ 25,000	\$ -
2027	Buildings	Safety	Paranaple Arts Centre - Roof Access Safety System Upgrade	\$ 9,000	\$ 4,500	\$ 4,500	\$ -
2027	Buildings	Safety	Paranaple Arts Centre - Swipe Card Access Upgrades	\$ 15,000	\$ -	\$ 15,000	\$ -
2027	Buildings	Safety	Surf Club - Main Boat Store Floor Resurfacing	\$ 30,000	\$ 15,000	\$ 15,000	\$ -
2027	Buildings	Renewal	Aquatic Centre - Building HVAC Replacement (Budget Increase)	\$ 125,000	\$ 125,000	\$ -	\$ -
2027	Buildings	Renewal	Aquatic Centre - RAYPAC Pool Water Heating Replacement (Budget Increase)	\$ 1,000,000	\$ -	\$ 1,000,000	\$ -
2027	Buildings	Renewal	Bass Strait Maritime Museum - Replace Café Bi-Fold Doors	\$ 25,000	\$ 25,000	\$ -	\$ -
2027	Buildings	Renewal	Devonport Oval - Sports Stadium Project Stage 3	\$ 24,000,000	\$ 12,000,000	\$ 12,000,000	\$ 21,000,000
2027	Buildings	Renewal	East Devonport Football Clubroom - Replace Door & Windows	\$ 22,000	\$ 22,000	\$ -	\$ -
2027	Buildings	Renewal	Mersey Vale Cemetery - Public Toilet Refurbishment	\$ 60,000	\$ 60,000	\$ -	\$ -
2027	Buildings	Renewal	Paranaple Arts Centre - HVAC System Upgrade	\$ 68,000	\$ 68,000	\$ -	\$ -
2027	Buildings	Prioritisation	Byard Park - Irrigation Pipe and Equipment Storage	\$ 6,000	\$ -	\$ 6,000	\$ -
2027	Buildings	Prioritisation	Depot - Upgrade Facilities (Budget Increase)	\$ 770,000	\$ 385,000	\$ 385,000	\$ -
2027	Buildings	Prioritisation	Maidstone Park - Spreyton Hall Access Upgrades	\$ 20,000	\$ -	\$ 20,000	\$ -
2027	Buildings	Prioritisation	Renewable Energy Improvements (Budget Increase)	\$ 182,000	\$ 36,400	\$ 145,600	\$ 91,000
2027	Buildings	Prioritisation	Waterfront Park - Public Toilet Roof Infill Upgrades	\$ 27,000	\$ 13,500	\$ 13,500	\$ -
2027	Buildings	Prioritisation	Works Depot - New Storage Container for Paranaple Glass	\$ 7,000	\$ -	\$ 7,000	\$ -
2027	Office & Equipment	Renewal	Aquatic Centre - Equipment renewal	\$ 265,000	\$ 265,000	\$ -	\$ -
2027	Office & Equipment	Renewal	Aquatic Centre - Replace CCTV for Dog Exercise Area	\$ 9,000	\$ 9,000	\$ -	\$ -
2027	Office & Equipment	Renewal	Bass Strait Maritime Museum - CCTV Indoor Camera Upgrade	\$ 15,000	\$ 7,500	\$ 7,500	\$ -
2027	Office & Equipment	Renewal	Building Fittings, Fixtures & Equipment - Renewal Program	\$ 50,000	\$ 50,000	\$ -	\$ -
2027	Office & Equipment	Renewal	Information Technology - Renewals & upgrades	\$ 50,000	\$ 50,000	\$ -	\$ -
2027	Office & Equipment	Renewal	Paranaple Convention Centre - Bar Replacement	\$ 20,000	\$ 20,000	\$ -	\$ -
2027	Office & Equipment	Renewal	Paranaple Convention Centre - Replace Room Dividers	\$ 12,000	\$ 12,000	\$ -	\$ -
2027	Office & Equipment	Renewal	Reactive Replacement of Equipment for Property Management	\$ 50,000	\$ 50,000	\$ -	\$ -
2027	Office & Equipment	Renewal	Uninterrupted Power System - Operations Centre & paranaple arts centre	\$ 10,000	\$ 10,000	\$ -	\$ -
2027	Office & Equipment	Prioritisation	Paranaple Convention Centre - New Meeting Room Furniture	\$ 60,000	\$ 30,000	\$ 30,000	\$ -
2027	Office & Equipment	Prioritisation	Paranaple Office - Online Access Room Microphone & Display Installation	\$ 5,000	\$ -	\$ 5,000	\$ -
2027	Office & Equipment	Prioritisation	Paranaple Office - Online Access Room Yearlink Upgrade	\$ 5,000	\$ -	\$ 5,000	\$ -
2027	Office & Equipment	Prioritisation	Spreyton Resource Recovery & Reuse Centre - Upgrades & automation	\$ 30,000	\$ -	\$ 30,000	\$ 15,000
2027	Office & Equipment	Prioritisation	Tidal Acquisitive Art Award – Biennial	\$ 25,000	\$ -	\$ 25,000	\$ -
2027	Parks & Open Space	Safety	Don Recreation Ground - New Perimeter Safety Netting Along Reservoir	\$ 35,000	\$ -	\$ 35,000	\$ -
2027	Parks & Open Space	Safety	East Devonport Foreshore - Fence Off-Leash Dog Exercise Area	\$ 63,000	\$ -	\$ 63,000	\$ -
2027	Parks & Open Space	Renewal	Aikenhead Point Renewal Stage 2	\$ 200,000	\$ 200,000	\$ -	\$ -
2027	Parks & Open Space	Renewal	Devonport Oval - Cycle Track Fence Renewal (Budget Increase)	\$ 80,000	\$ 80,000	\$ -	\$ -
2027	Parks & Open Space	Renewal	Park Furniture Renewal Program	\$ 52,000	\$ 52,000	\$ -	\$ -
2027	Parks & Open Space	Prioritisation	Shared User Path - New Park Furniture, Water Fountains & Bike Racks	\$ 50,000	\$ -	\$ 50,000	\$ -
2027	Plant & Fleet	Non-Hire Plant	Non-hire plant replacement program	\$ 196,500	\$ 125,000	\$ 71,500	\$ 56,075
2027	Plant & Fleet	Hire Plant	Cemetery Backhoe JCB 3CX B62KT (E001015)	\$ 200,000	\$ 200,000	\$ -	\$ 60,000
2027	Plant & Fleet	Hire Plant	Civil Roller - Twin Drum (E000962)	\$ 60,000	\$ 60,000	\$ -	\$ 5,000
2027	Plant & Fleet	Hire Plant	Civil Truck - Isuzu NLR45-150 SWB (E000169)	\$ 110,000	\$ 110,000	\$ -	\$ 15,000
2027	Plant & Fleet	Hire Plant	Civil Truck - Isuzu NPR 65 SWB (E000170)	\$ 130,000	\$ 130,000	\$ -	\$ 20,000
2027	Plant & Fleet	Hire Plant	Modern Burial System - Design of Lid Lifter Replacement	\$ 15,000	\$ 7,500	\$ 7,500	\$ -
2027	Plant & Fleet	Fleet	Fleet replacement program	\$ 332,000	\$ 332,000	\$ -	\$ 82,500
2027	Stormwater	Renewal	Minor Stormwater Works	\$ 75,000	\$ 37,500	\$ 37,500	\$ -
2027	Stormwater	Renewal	Pit Replacements	\$ 75,000	\$ 75,000	\$ -	\$ -
2027	Stormwater	Prioritisation	Development Contribution Fund	\$ 100,000	\$ 50,000	\$ 50,000	\$ -
2027	Stormwater	Prioritisation	Stormwater Pollution Control Upgrade Program	\$ 75,000	\$ -	\$ 75,000	\$ -
2027	Transport	Safety	Elizabeth Street - Formby Rd Traffic Management	\$ 100,000	\$ 100,000	\$ -	\$ -
2027	Transport	Safety	Paloona Rd - Safety Barrier West of Ahernes Rd	\$ 300,000	\$ -	\$ 300,000	\$ 240,000
2027	Transport	Safety	Ronald St & Nicholls St - New Roundabout	\$ 460,000	\$ 92,000	\$ 368,000	\$ 437,000
2027	Transport	Safety	Steele St & Sorell St - Intersection Safety Upgrade	\$ 280,000	\$ 140,000	\$ 140,000	\$ 252,000
2027	Transport	Renewal	Forward Capital Project Design Program	\$ 120,000	\$ 60,000	\$ 60,000	\$ -
2027	Transport	Renewal	Gravel Road Renewal Program	\$ 100,000	\$ 100,000	\$ -	\$ -
2027	Transport	Renewal	Lillico Road - Pavement Reconstruction	\$ 750,000	\$ 750,000	\$ -	\$ 600,000
2027	Transport	Renewal	Parking Infrastructure Renewal Program	\$ 20,000	\$ 20,000	\$ -	\$ -
2027	Transport	Renewal	Road Reseal Program	\$ 900,000	\$ 900,000	\$ -	\$ -
2027	Transport	Renewal	Road Traffic Device Renewal Program	\$ 50,000	\$ 50,000	\$ -	\$ -
2027	Transport	Renewal	Streetlight Renewal Program	\$ 50,000	\$ 50,000	\$ -	\$ -
2027	Transport	Renewal	Transport Minor Works Program	\$ 50,000	\$ 25,000	\$ 25,000	\$ -
2027	Transport	Prioritisation	Aquatic Centre - Carpark Upgrades	\$ 200,000	\$ 40,000	\$ 160,000	\$ -
2027	Transport	Prioritisation	Best St - Shared User Path Crossing Upgrades	\$ 120,000	\$ -	\$ 120,000	\$ 96,000
2027	Transport	Prioritisation	Footpath Missing Links Program	\$ 150,000	\$ -	\$ 150,000	\$ -
2027	Transport	Prioritisation	Spreyton Resource Recovery & Reuse Centre - Upgrade roads, drainage	\$ 200,000	\$ 100,000	\$ 100,000	\$ -
2027	Transport	Prioritisation	Stony Rise Rd - Don Rd to Laphorne Close	\$ 500,000	\$ 100,000	\$ 400,000	\$ 400,000
2027	Transport	Prioritisation	Tarleton St - Anchor Drive to Reg Hope Park	\$ 300,000	\$ -	\$ 300,000	\$ 240,000
2028	Buildings	Safety	Maidstone Park - Emergency Evacuation Centre Generator Hook-In Program	\$ 56,000	\$ -	\$ 56,000	\$ 28,000
2028	Buildings	Safety	Market Square Carpark - External stairs safety upgrade	\$ 65,000	\$ 52,000	\$ 13,000	\$ -



10yr Capital Program - Projects List

Year	Class	Category	Project Name	Total \$	Renewal \$	New \$	External \$
2028	Buildings	Renewal	Backstage Redevelopment	\$ 25,000	\$ 12,500	\$ 12,500	\$ -
2028	Buildings	Renewal	Devonport Oval - Sports Stadium Project Stage 4	\$ 3,000,000	\$ 1,500,000	\$ 1,500,000	\$ -
2028	Buildings	Renewal	Devonport Rec Centre Judo / Playhouse Replace Roof Cladding	\$ 45,000	\$ 45,000	\$ -	\$ -
2028	Buildings	Renewal	Don Memorial Hall - Kitchen & dining area upgrade	\$ 27,000	\$ -	\$ 27,000	\$ -
2028	Buildings	Renewal	Don Memorial Hall - Toilet upgrade	\$ 45,000	\$ 36,000	\$ 9,000	\$ -
2028	Buildings	Renewal	EDFC club room toilet refresh	\$ 15,000	\$ 15,000	\$ -	\$ -
2028	Buildings	Renewal	Mersey Bluff - Public toilet upgrades	\$ 100,000	\$ 80,000	\$ 20,000	\$ -
2028	Buildings	Renewal	Public toilet upgrade Merseyvale cementary	\$ 30,000	\$ 24,000	\$ 6,000	\$ -
2028	Buildings	Renewal	Surf Club - External hand rail replacement	\$ 18,000	\$ 18,000	\$ -	\$ -
2028	Buildings	Renewal	Surf Club & Drift - Vinyl Replacement	\$ 8,000	\$ 8,000	\$ -	\$ -
2028	Buildings	Renewal	Surf Club & Mrs Jones - Carpet Replacement	\$ 25,000	\$ 25,000	\$ -	\$ -
2028	Buildings	Renewal	Websters stand wall cladding replacement	\$ 60,000	\$ 60,000	\$ -	\$ -
2028	Buildings	Prioritisation	Lift anti-social behaviour reduction music	\$ 23,000	\$ -	\$ 23,000	\$ -
2028	Buildings	Prioritisation	Market Square - New Undercover Smoking Area	\$ 18,000	\$ -	\$ 18,000	\$ -
2028	Buildings	Prioritisation	Paranaple acoustics L2 reception	\$ 50,000	\$ 50,000	\$ -	\$ -
2028	Buildings	Prioritisation	Spreyton Resource Recovery & Reuse Centre - Push Pit Renewal	\$ 100,000	\$ -	\$ 100,000	\$ -
2028	Buildings	Prioritisation	Spreyton Resource Recovery & Reuse Centre - Reuse Shop & Carpark	\$ 1,000,000	\$ -	\$ 1,000,000	\$ 500,000
2028	Buildings	Prioritisation	Valley Road Soccer Grounds - Storage Shed	\$ 15,000	\$ -	\$ 15,000	\$ -
2028	Buildings	Prioritisation	Waste transfer station, extended roof over ticket box.	\$ 120,000	\$ -	\$ 120,000	\$ -
2028	Buildings	Prioritisation	Works Depot Washbay Stage 2	\$ 108,000	\$ -	\$ 108,000	\$ -
2028	Office & Equipment	Safety	Risk and Safety projects - TBC	\$ 11,000	\$ 11,000	\$ -	\$ -
2028	Office & Equipment	Renewal	Building Fittings, Fixtures & Equipment - Renewal Program	\$ 50,000	\$ 50,000	\$ -	\$ -
2028	Office & Equipment	Renewal	Canon DR-G2140 A3 Flatbed Scanner - Records	\$ 15,000	\$ 15,000	\$ -	\$ -
2028	Office & Equipment	Renewal	Information Technology - Renewals & upgrades	\$ 50,000	\$ 50,000	\$ -	\$ -
2028	Office & Equipment	Renewal	Printer/Copier replacement	\$ 60,000	\$ 60,000	\$ -	\$ -
2028	Office & Equipment	Renewal	Reactive Replacement of Equipment for Property Management	\$ 50,000	\$ 50,000	\$ -	\$ -
2028	Office & Equipment	Prioritisation	Art Acquisition - Biennial	\$ 25,000	\$ -	\$ 25,000	\$ -
2028	Office & Equipment	Prioritisation	Automatic Espresso Machines for conference delegates	\$ 50,000	\$ -	\$ 50,000	\$ -
2028	Office & Equipment	Prioritisation	Bass Strait Maritime Museum - Digitisation of 7.300 glass plates from	\$ 20,000	\$ -	\$ 20,000	\$ -
2028	Office & Equipment	Prioritisation	Bass Strait Maritime Museum - Entrance display	\$ 6,100	\$ -	\$ 6,100	\$ -
2028	Office & Equipment	Prioritisation	Bass Strait Maritime Museum - External CCTV	\$ 10,000	\$ -	\$ 10,000	\$ -
2028	Office & Equipment	Prioritisation	Bass Strait Maritime Museum - New Display Case (Temp and Humidity	\$ 25,000	\$ -	\$ 25,000	\$ -
2028	Office & Equipment	Prioritisation	Bass Strait Maritime Museum - Seating	\$ 5,000	\$ -	\$ 5,000	\$ -
2028	Office & Equipment	Prioritisation	Glass washer for PAC creative Space	\$ 6,000	\$ 3,000	\$ 3,000	\$ -
2028	Office & Equipment	Prioritisation	Horsehead Creek Reserve - New CCTV Install	\$ 15,000	\$ -	\$ 15,000	\$ -
2028	Office & Equipment	Prioritisation	Interactive Wayfinding Signage	\$ 40,000	\$ -	\$ 40,000	\$ -
2028	Office & Equipment	Prioritisation	Lighting Upgrades	\$ 10,500	\$ -	\$ 10,500	\$ -
2028	Office & Equipment	Prioritisation	Meeting Room Furniture Replacement	\$ 30,000	\$ 20,000	\$ 10,000	\$ -
2028	Office & Equipment	Prioritisation	Spreyton Resource Recovery & Reuse Centre - Polystyrene melting ma	\$ 100,000	\$ -	\$ 100,000	\$ -
2028	Parks & Open Space	Safety	Emergency Closure Boom Gates for Vulnerable High-Risk Parks	\$ 175,000	\$ 175,000	\$ -	\$ -
2028	Parks & Open Space	Safety	Meercroft Park - Safety Fencing	\$ 100,000	\$ 100,000	\$ -	\$ -
2028	Parks & Open Space	Safety	Path Lighting - High Use Paths	\$ 80,000	\$ -	\$ 80,000	\$ -
2028	Parks & Open Space	Renewal	Aikenhead Point Renewal Stage 3	\$ 212,500	\$ 212,500	\$ -	\$ -
2028	Parks & Open Space	Renewal	Boardwalk replacement - Don Railway loop	\$ 210,000	\$ 210,000	\$ -	\$ -
2028	Parks & Open Space	Renewal	Christmas Tree & Decoration Replacement	\$ 170,000	\$ 170,000	\$ -	\$ -
2028	Parks & Open Space	Renewal	Don Recreation Ground - Cricket pitch widening	\$ 55,000	\$ 55,000	\$ -	\$ -
2028	Parks & Open Space	Renewal	Mersey Bluff - Playground Renewal	\$ 5,000,000	\$ 2,500,000	\$ 2,500,000	\$ 4,000,000
2028	Parks & Open Space	Renewal	MVMP Carpark hedge removal and renewal	\$ 13,000	\$ 13,000	\$ -	\$ -
2028	Parks & Open Space	Renewal	Park Furniture Renewal Program	\$ 60,000	\$ 60,000	\$ -	\$ -
2028	Parks & Open Space	Renewal	Waterslide renewal	\$ 420,000	\$ 420,000	\$ -	\$ 200,000
2028	Parks & Open Space	Prioritisation	Coastal Pathway - Open Space Enhancement along Ambelside to Latro	\$ 45,000	\$ -	\$ 45,000	\$ -
2028	Parks & Open Space	Prioritisation	Devonport City Pocket Park Upgrades	\$ 25,000	\$ -	\$ 25,000	\$ -
2028	Parks & Open Space	Prioritisation	Devonport Oval - Wash Down Pit	\$ 55,000	\$ 55,000	\$ -	\$ -
2028	Parks & Open Space	Prioritisation	Joshua Slocum Park & John Luck Park new signage & park furniture	\$ 15,000	\$ 15,000	\$ -	\$ -
2028	Parks & Open Space	Prioritisation	Maidstone Park - Dog Excercise Park - Stage 1	\$ 60,000	\$ 60,000	\$ -	\$ -
2028	Parks & Open Space	Prioritisation	Maidstone Park - New Playground	\$ 135,000	\$ 135,000	\$ -	\$ -
2028	Parks & Open Space	Prioritisation	Pioneer Park - BBQ second plate	\$ 63,000	\$ 31,500	\$ 31,500	\$ -
2028	Parks & Open Space	Prioritisation	Shared User Path - New Park Furniture, Water Fountains & Bike Racks	\$ 50,000	\$ -	\$ 50,000	\$ -
2028	Plant & Fleet	Non-Hire Plant	Non-hire plant replacement program	\$ 100,000	\$ 100,000	\$ -	\$ -
2028	Plant & Fleet	Hire Plant	Civil Skid Steer	\$ 180,000	\$ 180,000	\$ -	\$ -
2028	Plant & Fleet	Hire Plant	Hire plant replacement program	\$ 520,000	\$ 520,000	\$ -	\$ 75,000
2028	Plant & Fleet	Fleet	Fleet replacement program	\$ 300,000	\$ 300,000	\$ -	\$ 80,000
2028	Stormwater	Safety	Best St Catchment Upgrade - Stage 1	\$ 882,000	\$ 661,500	\$ 220,500	\$ -
2028	Stormwater	Safety	Chinamans Ck Catchment - Detention Basin Upgrade	\$ 100,000	\$ 50,000	\$ 50,000	\$ -
2028	Stormwater	Safety	Ellis St Stormwater Diversion	\$ 175,000	\$ 75,000	\$ 100,000	\$ -
2028	Stormwater	Safety	North Fenton St Drainage Arthur St to Parker St	\$ 250,000	\$ 25,000	\$ 225,000	\$ -
2028	Stormwater	Safety	Parker St new pipe - east of Sorell St	\$ 105,000	\$ -	\$ 105,000	\$ -
2028	Stormwater	Safety	River Rd Stormwater Improvements	\$ 40,000	\$ 20,000	\$ 20,000	\$ -



10yr Capital Program - Projects List

Year	Class	Category	Project Name	Total \$	Renewal \$	New \$	External \$
2029	Transport	Renewal	Forward Capital Project Design Program	\$ 120,000	\$ 60,000	\$ 60,000	\$ -
2029	Transport	Renewal	Gravel Road Renewal Program	\$ 100,000	\$ 100,000	\$ -	\$ -
2029	Transport	Renewal	Laphorne Close renewal - Matthews Way to Stony Rise	\$ 189,000	\$ 94,500	\$ 94,500	\$ -
2029	Transport	Renewal	Parking Infrastructure Renewal Program	\$ 30,000	\$ 30,000	\$ -	\$ -
2029	Transport	Renewal	Renewal Projects - TBC	\$ 2,700,000	\$ 2,025,000	\$ 675,000	\$ 1,000,000
2029	Transport	Renewal	Road Reseal Program	\$ 900,000	\$ 900,000	\$ -	\$ -
2029	Transport	Renewal	Road Traffic Device Renewal Program	\$ 50,000	\$ 50,000	\$ -	\$ -
2029	Transport	Renewal	Transport Minor Works Program	\$ 50,000	\$ 25,000	\$ 25,000	\$ -
2029	Transport	Prioritisation	Footpath Missing Links Program	\$ 150,000	\$ -	\$ 150,000	\$ -
2030	Buildings	Safety	Risk and Safety projects - TBC	\$ 500,000	\$ 500,000	\$ -	\$ -
2030	Buildings	Safety	Spreyton Resource Recovery & Reuse Centre - Waste oil bund	\$ 9,000	\$ 2,250	\$ 6,750	\$ -
2030	Buildings	Renewal	Mersey Bluff - Picnic shelter renewal	\$ 105,000	\$ 105,000	\$ -	\$ -
2030	Buildings	Renewal	Renewal projects - TBC	\$ 1,200,000	\$ 1,200,000	\$ -	\$ -
2030	Buildings	Renewal	Vietnam Veteran's Memorial - BBQ Shelter Roof Structure Renewal	\$ 34,000	\$ 34,000	\$ -	\$ -
2030	Buildings	Prioritisation	Kelcey Tier Greenbelt Reserve - MTB Parking and facilities	\$ 166,000	\$ -	\$ 166,000	\$ -
2030	Office & Equipment	Safety	Risk and Safety projects - TBC	\$ 10,000	\$ 10,000	\$ -	\$ -
2030	Office & Equipment	Renewal	Aquatic Centre - Equipment renewal	\$ 372,000	\$ 372,000	\$ -	\$ -
2030	Office & Equipment	Renewal	Building Fittings, Fixtures & Equipment - Renewal Program	\$ 50,000	\$ 50,000	\$ -	\$ -
2030	Office & Equipment	Renewal	Information Technology - Renewals & upgrades	\$ 50,000	\$ 50,000	\$ -	\$ -
2030	Office & Equipment	Renewal	Reactive Replacement of Equipment for Property Management	\$ 50,000	\$ 50,000	\$ -	\$ -
2030	Office & Equipment	Renewal	Renewal projects - TBC	\$ 50,000	\$ 50,000	\$ -	\$ -
2030	Office & Equipment	Prioritisation	Art Acquisition - Biennial	\$ 25,000	\$ -	\$ 25,000	\$ -
2030	Office & Equipment	Prioritisation	Strategy Action Plan projects - TBC	\$ 10,000	\$ -	\$ 10,000	\$ -
2030	Parks & Open Space	Safety	Mersey Vale Cemetery - stage 4 of 9 of Modern Burial System	\$ 1,155,000	\$ -	\$ 1,155,000	\$ -
2030	Parks & Open Space	Safety	Risk and Safety Projects - TBC	\$ 100,000	\$ 100,000	\$ -	\$ -
2030	Parks & Open Space	Renewal	Aquatic centre water play areas renewal	\$ 420,000	\$ 420,000	\$ -	\$ -
2030	Parks & Open Space	Renewal	Park Furniture Renewal Program	\$ 60,000	\$ 60,000	\$ -	\$ -
2030	Parks & Open Space	Renewal	Renewal Projects - TBC	\$ 100,000	\$ 100,000	\$ -	\$ -
2030	Parks & Open Space	Prioritisation	Shared User Path - New Park Furniture, Water Fountains & Bike Racks	\$ 50,000	\$ -	\$ 50,000	\$ -
2030	Parks & Open Space	Prioritisation	Strategy Action Plan Projects - TBC	\$ 100,000	\$ -	\$ 100,000	\$ -
2030	Plant & Fleet	Non-Hire Plant	Non-hire plant replacement program	\$ 100,000	\$ 100,000	\$ -	\$ -
2030	Plant & Fleet	Hire Plant	Hire plant replacement program	\$ 700,000	\$ 700,000	\$ -	\$ 75,000
2030	Plant & Fleet	Fleet	Fleet replacement program	\$ 300,000	\$ 300,000	\$ -	\$ 80,000
2030	Stormwater	Safety	Best St Catchment Upgrade - Stage 3	\$ 525,000	\$ 131,250	\$ 393,750	\$ -
2030	Stormwater	Safety	Chinamans Creek Catchment Upgrade - Stage 3	\$ 400,000	\$ -	\$ 400,000	\$ -
2030	Stormwater	Safety	Highfield SW Catchment Upgrade - Stage 2	\$ 739,000	\$ 554,250	\$ 184,750	\$ -
2030	Stormwater	Renewal	Minor Stormwater Works	\$ 75,000	\$ 18,750	\$ 56,250	\$ -
2030	Stormwater	Renewal	Pit Replacements	\$ 75,000	\$ 75,000	\$ -	\$ -
2030	Stormwater	Renewal	Renewal projects - TBC	\$ 20,000	\$ 20,000	\$ -	\$ -
2030	Stormwater	Prioritisation	Development Contribution Fund	\$ 75,000	\$ 37,500	\$ 37,500	\$ -
2030	Stormwater	Prioritisation	Stormwater Pollution Control Upgrade Program	\$ 75,000	\$ -	\$ 75,000	\$ -
2030	Transport	Safety	Road Network Strategy Actions - TBC	\$ 2,000,000	\$ 1,500,000	\$ 500,000	\$ 1,000,000
2030	Transport	Safety	Streetlight Renewal Program	\$ 30,000	\$ 15,000	\$ 15,000	\$ -
2030	Transport	Renewal	Coles Beach Rd - Dooleys Creek Culvert Renewal	\$ 400,000	\$ 400,000	\$ -	\$ -
2030	Transport	Renewal	Forward Capital Project Design Program	\$ 120,000	\$ 60,000	\$ 60,000	\$ -
2030	Transport	Renewal	Gravel Road Renewal Program	\$ 100,000	\$ 100,000	\$ -	\$ -
2030	Transport	Renewal	Parking Infrastructure Renewal Program	\$ 30,000	\$ 30,000	\$ -	\$ -
2030	Transport	Renewal	Renewal Projects - TBC	\$ 2,700,000	\$ 2,025,000	\$ 675,000	\$ 550,000
2030	Transport	Renewal	Road Reseal Program	\$ 900,000	\$ 900,000	\$ -	\$ -
2030	Transport	Renewal	Road Traffic Device Renewal Program	\$ 50,000	\$ 50,000	\$ -	\$ -
2030	Transport	Renewal	Transport Minor Works Program	\$ 50,000	\$ 25,000	\$ 25,000	\$ -
2030	Transport	Prioritisation	Footpath Missing Links Program	\$ 150,000	\$ -	\$ 150,000	\$ -
2031	Buildings	Safety	Risk and Safety projects - TBC	\$ 500,000	\$ 250,000	\$ 250,000	\$ -
2031	Buildings	Renewal	Renewal projects - TBC	\$ 1,500,000	\$ 1,500,000	\$ -	\$ -
2031	Office & Equipment	Safety	Risk and Safety projects - TBC	\$ 10,000	\$ 10,000	\$ -	\$ -
2031	Office & Equipment	Renewal	Aquatic Centre - Equipment renewal	\$ 136,000	\$ 136,000	\$ -	\$ -
2031	Office & Equipment	Renewal	Building Fittings, Fixtures & Equipment - Renewal Program	\$ 50,000	\$ 50,000	\$ -	\$ -
2031	Office & Equipment	Renewal	Information Technology - Renewals & upgrades	\$ 50,000	\$ 50,000	\$ -	\$ -
2031	Office & Equipment	Renewal	Reactive Replacement of Equipment for Property Management	\$ 50,000	\$ 50,000	\$ -	\$ -
2031	Office & Equipment	Renewal	Renewal projects - TBC	\$ 200,000	\$ 200,000	\$ -	\$ -
2031	Office & Equipment	Prioritisation	Strategy Action Plan projects - TBC	\$ 50,000	\$ -	\$ 50,000	\$ -
2031	Office & Equipment	Prioritisation	Tidal Acquisitive Art Award - Biennial	\$ 25,000	\$ -	\$ 25,000	\$ -
2031	Parks & Open Space	Safety	Risk and Safety Projects - TBC	\$ 400,000	\$ 400,000	\$ -	\$ -
2031	Parks & Open Space	Renewal	Park Furniture Renewal Program	\$ 50,000	\$ 50,000	\$ -	\$ -
2031	Parks & Open Space	Renewal	Renewal Projects - TBC	\$ 500,000	\$ 500,000	\$ -	\$ -
2031	Parks & Open Space	Renewal	Totem signage renewal	\$ 42,000	\$ 42,000	\$ -	\$ -
2031	Parks & Open Space	Prioritisation	Shared User Path - New Park Furniture, Water Fountains & Bike Racks	\$ 50,000	\$ -	\$ 50,000	\$ -
2031	Parks & Open Space	Prioritisation	Strategy Action Plan Projects - TBC	\$ 315,000	\$ -	\$ 315,000	\$ -
2031	Plant & Fleet	Non-Hire Plant	Non-hire plant replacement program	\$ 100,000	\$ 100,000	\$ -	\$ -
2031	Plant & Fleet	Hire Plant	Hire plant replacement program	\$ 700,000	\$ 700,000	\$ -	\$ 75,000
2031	Plant & Fleet	Fleet	Fleet replacement program	\$ 300,000	\$ 300,000	\$ -	\$ 80,000



10yr Capital Program - Projects List

Year	Class	Category	Project Name	Total \$	Renewal \$	New \$	External \$
2031	Stormwater	Safety	Best St Catchment Upgrade - Stage 4	\$ 887,000	\$ 665,250	\$ 221,750	\$ -
2031	Stormwater	Safety	Chinamans Creek Catchment Upgrade - Stage 4	\$ 400,000	\$ -	\$ 400,000	\$ -
2031	Stormwater	Renewal	Minor Stormwater Works	\$ 75,000	\$ 18,750	\$ 56,250	\$ -
2031	Stormwater	Renewal	Pit Replacements	\$ 75,000	\$ 75,000	\$ -	\$ -
2031	Stormwater	Renewal	Renewal projects - TBC	\$ 400,000	\$ 400,000	\$ -	\$ -
2031	Stormwater	Prioritisation	Development Contribution Fund	\$ 75,000	\$ 37,500	\$ 37,500	\$ -
2031	Stormwater	Prioritisation	Stormwater Pollution Control Upgrade Program	\$ 75,000	\$ -	\$ 75,000	\$ -
2031	Transport	Safety	Road Network Strategy Actions - TBC	\$ 2,000,000	\$ 1,500,000	\$ 500,000	\$ 1,000,000
2031	Transport	Safety	Streetlight Renewal Program	\$ 30,000	\$ 15,000	\$ 15,000	\$ -
2031	Transport	Renewal	Forward Capital Project Design Program	\$ 120,000	\$ 60,000	\$ 60,000	\$ -
2031	Transport	Renewal	Gravel Road Renewal Program	\$ 100,000	\$ 100,000	\$ -	\$ -
2031	Transport	Renewal	Parking Infrastructure Renewal Program	\$ 30,000	\$ 30,000	\$ -	\$ -
2031	Transport	Renewal	Renewal Projects - TBC	\$ 3,500,000	\$ 2,625,000	\$ 875,000	\$ 1,000,000
2031	Transport	Renewal	Road Reseal Program	\$ 900,000	\$ 900,000	\$ -	\$ -
2031	Transport	Renewal	Road Traffic Device Renewal Program	\$ 50,000	\$ 50,000	\$ -	\$ -
2031	Transport	Renewal	Transport Minor Works Program	\$ 50,000	\$ 25,000	\$ 25,000	\$ -
2031	Transport	Prioritisation	Footpath Missing Links Program	\$ 150,000	\$ -	\$ 150,000	\$ -
2032	Buildings	Safety	Risk and Safety projects - TBC	\$ 500,000	\$ 500,000	\$ -	\$ -
2032	Buildings	Renewal	64 Stewart St - roof flashing replacement	\$ 15,000	\$ 15,000	\$ -	\$ -
2032	Buildings	Renewal	64 Stewart St - window replacement	\$ 15,000	\$ 15,000	\$ -	\$ -
2032	Buildings	Renewal	Renewal projects - TBC	\$ 1,400,000	\$ 1,400,000	\$ -	\$ -
2032	Office & Equipment	Safety	Risk and Safety projects - TBC	\$ 10,000	\$ 10,000	\$ -	\$ -
2032	Office & Equipment	Renewal	Aquatic Centre - Equipment renewal	\$ 265,000	\$ 265,000	\$ -	\$ -
2032	Office & Equipment	Renewal	Building Fittings, Fixtures & Equipment - Renewal Program	\$ 50,000	\$ 50,000	\$ -	\$ -
2032	Office & Equipment	Renewal	Information Technology - Renewals & upgrades	\$ 50,000	\$ 50,000	\$ -	\$ -
2032	Office & Equipment	Renewal	Reactive Replacement of Equipment for Property Management	\$ 50,000	\$ 50,000	\$ -	\$ -
2032	Office & Equipment	Renewal	Renewal projects - TBC	\$ 100,000	\$ 100,000	\$ -	\$ -
2032	Office & Equipment	Prioritisation	Art Acquisition - Biennial	\$ 25,000	\$ -	\$ 25,000	\$ -
2032	Office & Equipment	Prioritisation	Strategy Action Plan projects - TBC	\$ 10,000	\$ -	\$ 10,000	\$ -
2032	Parks & Open Space	Safety	Risk and Safety Projects - TBC	\$ 400,000	\$ 400,000	\$ -	\$ -
2032	Parks & Open Space	Renewal	Park Furniture Renewal Program	\$ 30,000	\$ 30,000	\$ -	\$ -
2032	Parks & Open Space	Renewal	Renewal Projects - TBC	\$ 500,000	\$ 500,000	\$ -	\$ -
2032	Parks & Open Space	Prioritisation	Shared User Path - New Park Furniture, Water Fountains & Bike Racks	\$ 50,000	\$ -	\$ 50,000	\$ -
2032	Parks & Open Space	Prioritisation	Strategy Action Plan Projects - TBC	\$ 400,000	\$ -	\$ 400,000	\$ -
2032	Plant & Fleet	Non-Hire Plant	Non-hire plant replacement program	\$ 100,000	\$ 100,000	\$ -	\$ -
2032	Plant & Fleet	Hire Plant	Hire plant replacement program	\$ 700,000	\$ 700,000	\$ -	\$ 75,000
2032	Plant & Fleet	Fleet	Fleet replacement program	\$ 300,000	\$ 300,000	\$ -	\$ 80,000
2032	Stormwater	Safety	Chinamans Creek Catchment Upgrade - Stage 5	\$ 400,000	\$ 30,000	\$ 370,000	\$ -
2032	Stormwater	Renewal	Minor Stormwater Works	\$ 75,000	\$ 18,750	\$ 56,250	\$ -
2032	Stormwater	Renewal	Pit Replacements	\$ 75,000	\$ 75,000	\$ -	\$ -
2032	Stormwater	Renewal	Renewal projects - TBC	\$ 1,200,000	\$ 1,200,000	\$ -	\$ -
2032	Stormwater	Prioritisation	Development Contribution Fund	\$ 75,000	\$ 37,500	\$ 37,500	\$ -
2032	Stormwater	Prioritisation	Stormwater Pollution Control Upgrade Program	\$ 75,000	\$ -	\$ 75,000	\$ -
2032	Transport	Safety	Clayton Dve - New Safety Barrier	\$ 65,000	\$ 65,000	\$ -	\$ -
2032	Transport	Safety	Road Network Strategy Actions - TBC	\$ 2,000,000	\$ 1,500,000	\$ 500,000	\$ 1,000,000
2032	Transport	Safety	Streetlight Renewal Program	\$ 30,000	\$ 15,000	\$ 15,000	\$ -
2032	Transport	Renewal	Forward Capital Project Design Program	\$ 120,000	\$ 60,000	\$ 60,000	\$ -
2032	Transport	Renewal	Gravel Road Renewal Program	\$ 100,000	\$ 100,000	\$ -	\$ -
2032	Transport	Renewal	Parking Infrastructure Renewal Program	\$ 30,000	\$ 30,000	\$ -	\$ -
2032	Transport	Renewal	Renewal Projects - TBC	\$ 3,200,000	\$ 2,400,000	\$ 800,000	\$ 1,000,000
2032	Transport	Renewal	Road Reseal Program	\$ 900,000	\$ 900,000	\$ -	\$ -
2032	Transport	Renewal	Road Traffic Device Renewal Program	\$ 50,000	\$ 50,000	\$ -	\$ -
2032	Transport	Renewal	Transport Minor Works Program	\$ 50,000	\$ 25,000	\$ 25,000	\$ -
2032	Transport	Renewal	Woorack Place	\$ 147,000	\$ 147,000	\$ -	\$ -
2032	Transport	Prioritisation	Footpath Missing Links Program	\$ 150,000	\$ -	\$ 150,000	\$ -
2032	Transport	Prioritisation	Forth Rd - Drainage upgrade at No. 234	\$ 100,000	\$ 50,000	\$ 50,000	\$ -
2033	Buildings	Safety	Risk and Safety projects - TBC	\$ 500,000	\$ 500,000	\$ -	\$ -
2033	Buildings	Renewal	Renewal projects - TBC	\$ 1,500,000	\$ 1,500,000	\$ -	\$ -
2033	Office & Equipment	Safety	Risk and Safety projects - TBC	\$ 10,000	\$ 5,000	\$ 5,000	\$ -
2033	Office & Equipment	Renewal	Aquatic Centre - Equipment renewal	\$ 541,000	\$ 541,000	\$ -	\$ -
2033	Office & Equipment	Renewal	Building Fittings, Fixtures & Equipment - Renewal Program	\$ 50,000	\$ 50,000	\$ -	\$ -
2033	Office & Equipment	Renewal	Information Technology - Renewals & upgrades	\$ 50,000	\$ 50,000	\$ -	\$ -
2033	Office & Equipment	Renewal	Reactive Replacement of Equipment for Property Management	\$ 50,000	\$ 50,000	\$ -	\$ -
2033	Office & Equipment	Renewal	Renewal projects - TBC	\$ 10,000	\$ 10,000	\$ -	\$ -
2033	Office & Equipment	Prioritisation	Strategy Action Plan projects - TBC	\$ 10,000	\$ -	\$ 10,000	\$ -
2033	Office & Equipment	Prioritisation	Tidal Acquisitive Art Award - Biennial	\$ 25,000	\$ -	\$ 25,000	\$ -



10yr Capital Program - Projects List

Year	Class	Category	Project Name	Total \$	Renewal \$	New \$	External \$
2033	Parks & Open Space	Safety	Risk and Safety Projects - TBC	\$ 400,000	\$ 400,000	\$ -	\$ -
2033	Parks & Open Space	Renewal	Park Furniture Renewal Program	\$ 30,000	\$ 30,000	\$ -	\$ -
2033	Parks & Open Space	Renewal	Renewal Projects - TBC	\$ 500,000	\$ 500,000	\$ -	\$ -
2033	Parks & Open Space	Prioritisation	Shared User Path - New Park Furniture, Water Fountains & Bike Racks	\$ 50,000	\$ -	\$ 50,000	\$ -
2033	Parks & Open Space	Prioritisation	Strategy Action Plan Projects - TBC	\$ 400,000	\$ -	\$ 400,000	\$ -
2033	Plant & Fleet	Non-Hire Plant	Non-hire plant replacement program	\$ 100,000	\$ 100,000	\$ -	\$ -
2033	Plant & Fleet	Hire Plant	Hire plant replacement program	\$ 700,000	\$ 700,000	\$ -	\$ 75,000
2033	Plant & Fleet	Fleet	Fleet replacement program	\$ 300,000	\$ 300,000	\$ -	\$ 80,000
2033	Stormwater	Safety	Chinamans Creek Catchment Upgrade - Stage 6	\$ 400,000	\$ 30,000	\$ 370,000	\$ -
2033	Stormwater	Renewal	Minor Stormwater Works	\$ 75,000	\$ 18,750	\$ 56,250	\$ -
2033	Stormwater	Renewal	Pit Replacements	\$ 75,000	\$ 75,000	\$ -	\$ -
2033	Stormwater	Renewal	Renewal projects - TBC	\$ 1,200,000	\$ 1,200,000	\$ -	\$ -
2033	Stormwater	Prioritisation	Development Contribution Fund	\$ 75,000	\$ 37,500	\$ 37,500	\$ -
2033	Stormwater	Prioritisation	Stormwater Pollution Control Upgrade Program	\$ 75,000	\$ -	\$ 75,000	\$ -
2033	Transport	Safety	Road Network Strategy Actions - TBC	\$ 2,000,000	\$ 1,500,000	\$ 500,000	\$ 1,000,000
2033	Transport	Safety	Streetlight Renewal Program	\$ 30,000	\$ 15,000	\$ 15,000	\$ -
2033	Transport	Renewal	Forward Capital Project Design Program	\$ 120,000	\$ 60,000	\$ 60,000	\$ -
2033	Transport	Renewal	Gravel Road Renewal Program	\$ 100,000	\$ 100,000	\$ -	\$ -
2033	Transport	Renewal	Parking Infrastructure Renewal Program	\$ 30,000	\$ 30,000	\$ -	\$ -
2033	Transport	Renewal	Renewal Projects - TBC	\$ 3,500,000	\$ 2,625,000	\$ 875,000	\$ 1,000,000
2033	Transport	Renewal	Road Reseal Program	\$ 900,000	\$ 900,000	\$ -	\$ -
2033	Transport	Renewal	Road Traffic Device Renewal Program	\$ 50,000	\$ 50,000	\$ -	\$ -
2033	Transport	Renewal	Transport Minor Works Program	\$ 50,000	\$ 25,000	\$ 25,000	\$ -
2033	Transport	Prioritisation	Footpath Missing Links Program	\$ 150,000	\$ -	\$ 150,000	\$ -
2034	Buildings	Safety	Risk and Safety projects - TBC	\$ 500,000	\$ 500,000	\$ -	\$ -
2034	Buildings	Renewal	Renewal projects - TBC	\$ 1,500,000	\$ 1,500,000	\$ -	\$ -
2034	Office & Equipment	Renewal	Aquatic Centre - Equipment renewal	\$ 745,000	\$ 745,000	\$ -	\$ -
2034	Office & Equipment	Renewal	Building Fittings, Fixtures & Equipment - Renewal Program	\$ 50,000	\$ 50,000	\$ -	\$ -
2034	Office & Equipment	Renewal	Information Technology - Renewals & upgrades	\$ 50,000	\$ 50,000	\$ -	\$ -
2034	Office & Equipment	Renewal	Reactive Replacement of Equipment for Property Management	\$ 50,000	\$ 50,000	\$ -	\$ -
2034	Office & Equipment	Prioritisation	Public Art Acquisition - Building	\$ 25,000	\$ -	\$ 25,000	\$ -
2034	Office & Equipment	Prioritisation	Strategy Action Plan projects - TBC	\$ 10,000	\$ -	\$ 11,000	\$ -
2034	Parks & Open Space	Safety	Risk and Safety Projects - TBC	\$ 400,000	\$ 400,000	\$ -	\$ -
2034	Parks & Open Space	Renewal	Park Furniture Renewal Program	\$ 30,000	\$ 30,000	\$ -	\$ -
2034	Parks & Open Space	Renewal	Renewal Projects - TBC	\$ 500,000	\$ 500,000	\$ -	\$ -
2034	Parks & Open Space	Prioritisation	Shared User Path - New Park Furniture, Water Fountains & Bike Racks	\$ 50,000	\$ -	\$ 50,000	\$ -
2034	Parks & Open Space	Prioritisation	Strategy Action Plan Projects - TBC	\$ 400,000	\$ -	\$ 400,000	\$ -
2034	Plant & Fleet	Non-Hire Plant	Non-hire plant replacement program	\$ 100,000	\$ 100,000	\$ -	\$ -
2034	Plant & Fleet	Hire Plant	Hire plant replacement program	\$ 700,000	\$ 700,000	\$ -	\$ 75,000
2034	Plant & Fleet	Fleet	Fleet replacement program	\$ 300,000	\$ 300,000	\$ -	\$ 80,000
2034	Stormwater	Safety	Chinamans Creek Catchment Upgrade - Stage 7	\$ 400,000	\$ 30,000	\$ 370,000	\$ -
2034	Stormwater	Renewal	Minor Stormwater Works	\$ 75,000	\$ 18,750	\$ 56,250	\$ -
2034	Stormwater	Renewal	Pit Replacements	\$ 75,000	\$ 75,000	\$ -	\$ -
2034	Stormwater	Renewal	Renewal projects - TBC	\$ 1,200,000	\$ 1,200,000	\$ -	\$ -
2034	Stormwater	Prioritisation	Development Contribution Fund	\$ 75,000	\$ 37,500	\$ 37,500	\$ -
2034	Stormwater	Prioritisation	Stormwater Pollution Control Upgrade Program	\$ 75,000	\$ -	\$ 75,000	\$ -
2034	Transport	Safety	Road Network Strategy Actions - TBC	\$ 2,000,000	\$ 1,500,000	\$ 500,000	\$ 1,000,000
2034	Transport	Safety	Streetlight Renewal Program	\$ 30,000	\$ 15,000	\$ 15,000	\$ -
2034	Transport	Safety	Sunbeam Cr Turning Area	\$ 60,000	\$ 36,000	\$ 24,000	\$ -
2034	Transport	Renewal	Forward Capital Project Design Program	\$ 120,000	\$ 60,000	\$ 60,000	\$ -
2034	Transport	Renewal	Gravel Road Renewal Program	\$ 100,000	\$ 100,000	\$ -	\$ -
2034	Transport	Renewal	Parking Infrastructure Renewal Program	\$ 30,000	\$ 30,000	\$ -	\$ -
2034	Transport	Renewal	Renewal Projects - TBC	\$ 3,500,000	\$ 2,475,000	\$ 1,025,000	\$ 1,000,000
2034	Transport	Renewal	Road Reseal Program	\$ 900,000	\$ 900,000	\$ -	\$ -
2034	Transport	Renewal	Road Traffic Device Renewal Program	\$ 50,000	\$ 50,000	\$ -	\$ -
2034	Transport	Renewal	Transport Minor Works Program	\$ 50,000	\$ 25,000	\$ 25,000	\$ -
2034	Transport	Prioritisation	Footpath Missing Links Program	\$ 150,000	\$ -	\$ 150,000	\$ -
2035	Buildings	Safety	Risk and Safety projects - TBC	\$ 500,000	\$ 500,000	\$ -	\$ -
2035	Buildings	Renewal	Renewal projects - TBC	\$ 1,500,000	\$ 1,500,000	\$ -	\$ -
2035	Office & Equipment	Renewal	Aquatic Centre - Equipment renewal	\$ 745,000	\$ 745,000	\$ -	\$ -
2035	Office & Equipment	Renewal	Building Fittings, Fixtures & Equipment - Renewal Program	\$ 50,000	\$ 50,000	\$ -	\$ -
2035	Office & Equipment	Renewal	Information Technology - Renewals & upgrades	\$ 50,000	\$ 50,000	\$ -	\$ -
2035	Office & Equipment	Renewal	Reactive Replacement of Equipment for Property Management	\$ 50,000	\$ 50,000	\$ -	\$ -
2035	Office & Equipment	Prioritisation	Public Art Acquisition - Building	\$ 25,000	\$ -	\$ 25,000	\$ -
2035	Office & Equipment	Prioritisation	Strategy Action Plan projects - TBC	\$ 10,000	\$ -	\$ 11,000	\$ -
2035	Office & Equipment	Prioritisation	Tidal Acquisitive Art Award - Biennial	\$ 25,000	\$ -	\$ 25,000	\$ -
2035	Parks & Open Space	Safety	Mersey Vale Cemetery - stage 5 of 9 of Modern Burial System	\$ 1,155,000	\$ -	\$ 1,155,000	\$ -
2035	Parks & Open Space	Safety	Risk and Safety Projects - TBC	\$ 200,000	\$ 200,000	\$ -	\$ -
2035	Parks & Open Space	Renewal	Park Furniture Renewal Program	\$ 30,000	\$ 30,000	\$ -	\$ -
2035	Parks & Open Space	Renewal	Renewal Projects - TBC	\$ 200,000	\$ 200,000	\$ -	\$ -
2035	Parks & Open Space	Prioritisation	Shared User Path - New Park Furniture, Water Fountains & Bike Racks	\$ 50,000	\$ -	\$ 50,000	\$ -
2035	Parks & Open Space	Prioritisation	Strategy Action Plan Projects - TBC	\$ 200,000	\$ -	\$ 200,000	\$ -



10yr Capital Program - Projects List

Year	Class	Category	Project Name	Total \$	Renewal \$	New \$	External \$
2035	Plant & Fleet	Non-Hire Plant	Non-hire plant replacement program	\$ 102,000	\$ 102,000	\$ -	\$ -
2035	Plant & Fleet	Hire Plant	Hire plant replacement program	\$ 663,000	\$ 663,000	\$ -	\$ 75,000
2035	Plant & Fleet	Fleet	Fleet replacement program	\$ 255,000	\$ 255,000	\$ -	\$ 80,000
2035	Stormwater	Safety	Chinamans Creek Catchment Upgrade - Stage 8	\$ 400,000	\$ 30,000	\$ 370,000	\$ -
2035	Stormwater	Renewal	Minor Stormwater Works	\$ 75,000	\$ 18,750	\$ 56,250	\$ -
2035	Stormwater	Renewal	Pit Replacements	\$ 75,000	\$ 75,000	\$ -	\$ -
2035	Stormwater	Renewal	Renewal projects - TBC	\$ 1,200,000	\$ 1,200,000	\$ -	\$ -
2035	Stormwater	Prioritisation	Development Contribution Fund	\$ 75,000	\$ 37,500	\$ 37,500	\$ -
2035	Stormwater	Prioritisation	Stormwater Pollution Control Upgrade Program	\$ 75,000	\$ -	\$ 75,000	\$ -
2035	Transport	Safety	Road Network Strategy Actions - TBC	\$ 2,000,000	\$ 1,500,000	\$ 500,000	\$ 1,000,000
2035	Transport	Safety	Streetlight Renewal Program	\$ 30,000	\$ 15,000	\$ 15,000	\$ -
2035	Transport	Renewal	Forward Capital Project Design Program	\$ 120,000	\$ 60,000	\$ 60,000	\$ -
2035	Transport	Renewal	Gravel Road Renewal Program	\$ 100,000	\$ 100,000	\$ -	\$ -
2035	Transport	Renewal	Parking Infrastructure Renewal Program	\$ 30,000	\$ 30,000	\$ -	\$ -
2035	Transport	Renewal	Renewal Projects - TBC	\$ 3,500,000	\$ 2,475,000	\$ 1,025,000	\$ 1,000,000
2035	Transport	Renewal	Road Reseal Program	\$ 900,000	\$ 900,000	\$ -	\$ -
2035	Transport	Renewal	Road Traffic Device Renewal Program	\$ 50,000	\$ 50,000	\$ -	\$ -
2035	Transport	Renewal	Transport Minor Works Program	\$ 50,000	\$ 25,000	\$ 25,000	\$ -
2035	Transport	Prioritisation	Footpath Missing Links Program	\$ 150,000	\$ -	\$ 150,000	\$ -
2036	Buildings	Safety	Risk and Safety projects - TBC	\$ 500,000	\$ 500,000	\$ -	\$ -
2036	Buildings	Renewal	Renewal projects - TBC	\$ 1,500,000	\$ 1,500,000	\$ -	\$ -
2036	Office & Equipment	Renewal	Aquatic Centre - Equipment renewal	\$ 51,000	\$ 51,000	\$ -	\$ -
2036	Office & Equipment	Renewal	Building Fittings, Fixtures & Equipment - Renewal Program	\$ 50,000	\$ 50,000	\$ -	\$ -
2036	Office & Equipment	Renewal	Information Technology - Renewals & upgrades	\$ 50,000	\$ 50,000	\$ -	\$ -
2036	Office & Equipment	Renewal	Reactive Replacement of Equipment for Property Management	\$ 50,000	\$ 50,000	\$ -	\$ -
2036	Office & Equipment	Renewal	Renewal projects - TBC	\$ 300,000	\$ 300,000	\$ -	\$ -
2036	Office & Equipment	Prioritisation	Strategy Action Plan projects - TBC	\$ 50,000	\$ -	\$ 50,000	\$ -
2036	Parks & Open Space	Safety	Risk and Safety Projects - TBC	\$ 100,000	\$ 100,000	\$ -	\$ -
2036	Parks & Open Space	Renewal	Aquatic Centre - Renew outdoor pools & supporting infrastructure	\$ 20,000,000	\$ 14,000,000	\$ 6,000,000	\$ 16,000,000
2036	Parks & Open Space	Renewal	Park Furniture Renewal Program	\$ 30,000	\$ 30,000	\$ -	\$ -
2036	Parks & Open Space	Renewal	Renewal Projects - TBC	\$ 100,000	\$ 100,000	\$ -	\$ -
2036	Parks & Open Space	Prioritisation	Shared User Path - New Park Furniture, Water Fountains & Bike Racks	\$ 50,000	\$ -	\$ 50,000	\$ -
2036	Parks & Open Space	Prioritisation	Strategy Action Plan Projects - TBC	\$ 100,000	\$ -	\$ 100,000	\$ -
2036	Plant & Fleet	Non-Hire Plant	Non-hire plant replacement program	\$ 102,000	\$ 102,000	\$ -	\$ -
2036	Plant & Fleet	Hire Plant	Hire plant replacement program	\$ 663,000	\$ 663,000	\$ -	\$ 75,000
2036	Plant & Fleet	Fleet	Fleet replacement program	\$ 255,000	\$ 255,000	\$ -	\$ 80,000
2036	Stormwater	Safety	Chinamans Creek Catchment Upgrade - Stage 9	\$ 400,000	\$ 30,000	\$ 370,000	\$ -
2036	Stormwater	Renewal	Minor Stormwater Works	\$ 75,000	\$ 18,750	\$ 56,250	\$ -
2036	Stormwater	Renewal	Pit Replacements	\$ 75,000	\$ 75,000	\$ -	\$ -
2036	Stormwater	Renewal	Renewal projects - TBC	\$ 1,200,000	\$ 1,200,000	\$ -	\$ -
2036	Stormwater	Prioritisation	Development Contribution Fund	\$ 75,000	\$ 37,500	\$ 37,500	\$ -
2036	Stormwater	Prioritisation	Stormwater Pollution Control Upgrade Program	\$ 75,000	\$ -	\$ 75,000	\$ -
2036	Transport	Safety	Road Network Strategy Actions - TBC	\$ 2,000,000	\$ 1,500,000	\$ 500,000	\$ 1,000,000
2036	Transport	Safety	Streetlight Renewal Program	\$ 30,000	\$ 15,000	\$ 15,000	\$ -
2036	Transport	Renewal	Forward Capital Project Design Program	\$ 120,000	\$ 60,000	\$ 60,000	\$ -
2036	Transport	Renewal	Gravel Road Renewal Program	\$ 100,000	\$ 100,000	\$ -	\$ -
2036	Transport	Renewal	Parking Infrastructure Renewal Program	\$ 30,000	\$ 30,000	\$ -	\$ -
2036	Transport	Renewal	Renewal Projects - TBC	\$ 3,500,000	\$ 2,625,000	\$ 875,000	\$ 1,000,000
2036	Transport	Renewal	Road Reseal Program	\$ 900,000	\$ 900,000	\$ -	\$ -
2036	Transport	Renewal	Road Traffic Device Renewal Program	\$ 50,000	\$ 50,000	\$ -	\$ -
2036	Transport	Renewal	Transport Minor Works Program	\$ 50,000	\$ 25,000	\$ 25,000	\$ -
2036	Transport	Prioritisation	Footpath Missing Links Program	\$ 150,000	\$ -	\$ 150,000	\$ -

ENVIRONMENT STRATEGY

2025 - 2030



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.

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

Next Date of Review: July 2030

Document Controller: Community Services Manager

Document Reviewer: Executive Manager

Date Adopted by Council:

Resolution Number:

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I. Introduction

Purpose

The Environment Strategy 2025–2030 sets out a clear and coordinated approach for Devonport City Council to care for the local environment while building a thriving, resilient, and inclusive community.

This Strategy builds on the foundations of Council's previous 2019 Environment Strategy, which focused on conserving biodiversity, protecting waterways and coasts, improving resource efficiency, reducing waste, and using natural resources responsibly. The new Strategy continues this work, providing a framework to respond to current and emerging environmental challenges and opportunities.

It supports Council's long-term vision for Devonport to be a thriving and welcoming regional City, living lightly by river and sea. Through clear priorities and practical actions, it outlines how Council will protect and enhance the natural environment, prepare for climate impacts, support community wellbeing, and help shape a sustainable future for all.

The Strategy recognises the need for strong partnerships across government, community groups, and the wider public to deliver meaningful change. It reinforces Council's commitment to leading by example while empowering the community to be part of the solution.

While focused on areas within Council's influence such as Council-owned land, facilities, operations, and policies, the Strategy aligns with broader state and national priorities and complements other Council strategies and plans.

By embedding environmental action into everyday decision-making and service delivery, the Strategy aims to ensure that Devonport's unique natural values are protected and enhanced for generations to come.

Scope

In Scope:

- ✓ Council owned and managed land, facilities and assets.
- ✓ Council operations, policies, and regulations.
- ✓ Council regulated activities (including weed management)

Out of Scope:

- ✗ Non-Council land including private land and other public land owned and managed by the Tasmanian government.
- ✗ Delivery of activities that are the responsibility of state and national agencies – such as policy implementation, legislative compliance, funding and oversight for conservation, land and water management.

- ✦ Environmental priorities and initiatives outlined in other Council strategies - such as waste management, active travel, and emergency management in response to climate impacts.

Methodology

The following steps have been undertaken in developing this Strategy.

- **Review of the 2019 Environment Strategy**
The strategy was evaluated alongside updated environmental data to identify emerging issues, revise targets, and ensure continued relevance.
- **Desktop research**
Relevant strategic documents at the local, regional, state, and federal levels were reviewed to align the Strategy with broader policy directions (refer Appendix).
- **Internal review**
Council processes and resources used to achieve environmental outcomes were assessed. Discussions with Council employees were held to gather internal insights and expertise.
- **Community engagement**
Community views were sought through an online survey. Previous community input gathered through budget submissions, direct correspondence and consultation for related strategies such as the Open Space Strategy and Don Reserve Environmental Management Plan was also considered. Additional input from the community will be sought prior to finalising the Strategy.
- **2026 Review**
[A review of the Strategy was undertaken in 2026 to increase the focus of weed management included in the Strategy.](#)

Implementation

Council's Role

Council has several roles in delivering the Strategy:

- **Provider**
Council directly delivers services, programs, and infrastructure that support environmental sustainability and resilience in Devonport. This includes managing natural reserves, maintaining green spaces, implementing waste and recycling services, and investing in clean energy projects.
- **Regulator**
Council administers local laws, policies, and standards that protect the environment and promote sustainable practices including development and building control, public health functions, and animal control.
- **Facilitator**
Council supports environmental management by providing guidance, raising community awareness, and coordinating local initiatives. It also fosters strategic partnerships with government agencies, the private sector, community organisations, and other stakeholders to help deliver the Strategy's outcomes.

- **Advocate**

Council represents the Devonport community by raising environmental concerns and advocating for policy or action changes at relevant government and industry levels when it does not have direct control over the issue.

Implementation Principles

These principles will underpin and guide the successful implementation of the Strategy:

- **Sustainability and stewardship**
Natural resources will be managed responsibly to protect and enhance biodiversity, address climate impacts, and ensure a healthy environment for future generations.
- **Council leadership and innovation**
Council will lead by example by reducing its environmental footprint, adopting innovative practices, and integrating climate resilience into decision-making.
- **Collaboration and shared responsibility**
Effective environmental outcomes rely on strong partnerships and shared responsibility between Council, the community, government agencies, and stakeholders.
- **Community engagement and inclusion**
Residents and stakeholders will be actively engaged in shaping environmental actions, balancing sustainability goals with the diverse needs and priorities of the community.

Delivering Actions

The actions outlined in this Strategy will be integrated into Council's annual planning cycle. Progress will be reported annually to both Council and the community. These updates may include recommendations to adjust or refine actions, ensuring the Strategy remains flexible and responsive to new information, technologies, and contemporary practices. A long-term monitoring and evaluation framework will be developed to establish key indicators and track performance. Council will undertake a formal review of the Environment Strategy in 2030.

Investment

Achieving Strategy objectives will require collaboration across government, community organisations, landholders, and the public. Securing external investment through grants, partnerships, and co-funding will be essential.

Council's investment will be guided by its annual planning and budgeting, considering:

- Statutory and regulatory obligations
- The Strategy's principles and goals
- Alignment with other community priorities and Council strategies

A prioritisation framework will help focus resources where they'll have the greatest impact. This framework will assess:

- Ecological significance - including the presence of threatened species, richness of biodiversity, habitat complexity, role in landscape connectivity, and the condition of remnant vegetation
- Urgency of intervention - how critical or time-sensitive the threat is
- Practicality - the likelihood of achieving meaningful outcomes given available resources, land tenure, and stakeholder support
- Value for investment - anticipated environmental return relative to cost
- Wider benefits - such as contributions to community wellbeing, cultural identity or educational value

2. Context

Our City

Devonport, situated on Tasmania's north-west coast where the Mersey River meets Bass Strait, covers 114 square kilometres and is predominantly urban, surrounded by productive agricultural lands.

As a city in transition, guided by a shared vision and supported by initiatives such as the ambitious LIVING CITY project, Council is committed to strengthening the local economy, enhancing quality of life, and positioning Devonport as a leading Tasmanian city - underpinned by a resilient natural environment that supports long-term sustainability, liveability, and community wellbeing.

The city's diverse natural landscapes including coastal foreshores, riverbanks, wetlands, bushland reserves, and farmland, are home to over 300 native plant and animal species, including 22 species of state and national conservation significance such as the Tasmanian Devil, Eastern Quoll, Swift Parrot, and Green and Gold Frog. Devonport also contains seven threatened ecological communities, including Black Gum forest and Coast Paperbark swamp forest.

The Mersey and Don Rivers, along with their estuaries and tributaries, are central to Devonport's ecological identity. Both rivers provide vital habitat for fish nurseries, birdlife, and saltmarsh ecosystems, while offering significant recreational, cultural, environmental, and economic values. Together, they create essential habitat linkages across the landscape, supporting biodiversity and enhancing the city's natural resilience.

Coastal areas like Mersey Bluff, Coles Beach, Pardoe Beach, and East Beach support diverse vegetation and important fauna, including little penguins and shorebirds protected by international agreements.

Bushland areas like Don Reserve and Kelcey Tier Green Belt provide critical patches of remnant dry sclerophyll forest and native grassland, serving as habitat for a range of mammals, reptiles, amphibians, and bird species. Smaller reserves, such as Clayton Drive Reserve, Turners Wetland Reserve, Hiller Street Flora Reserve, and Mary Street Wetlands, protect additional remnant vegetation, contributing to biodiversity and ecosystem health.

Devonport's natural environment is intertwined with rich cultural heritage. The area holds significant cultural values, reflecting the enduring connection of the palawa-pakana people to the land and waters through sites of habitation, ceremony, and cultural landscapes. European heritage is also prominent, with historic buildings and sites listed on the Tasmanian Heritage Register that tell the story of the city's development.

Devonport experiences a temperate climate with moderate rainfall, though long-term trends show a gradual increase in temperatures and changes in rainfall patterns.

Devonport's natural places are valued by the community for their environmental, cultural, and educational benefits, as well as spaces for recreation and connection with nature. These natural systems also help manage floods, improve water quality, support wildlife, and reduce the impacts of a changing climate. Importantly, they contribute to the health and wellbeing of the community by encouraging physical activity, supporting mental health, and creating places for people to come together.

This Environment Strategy outlines Council's commitment to protecting and enhancing these natural assets. It promotes sustainable land and water management, safeguards native biodiversity, and acknowledges cultural heritage. The Strategy aligns with Devonport's broader goals of fostering a liveable, resilient, and inclusive city, ensuring the community remains connected to its environment now and into the future.

Wider Context

Devonport's environment and community are influenced by broader regional, national, and global trends. Market dynamics, such as shifts toward sustainable products and services, impact local industries and resource use. Policy landscapes are evolving rapidly, with increasing emphasis on climate action, biodiversity conservation, and sustainable development at all government levels.

Technological advances, ranging from improved environmental monitoring and data analytics to renewable energy and low-impact infrastructure, offer new tools for environmental management and community engagement. At the same time, social changes including rising environmental awareness and expectations for transparency are driving greater community participation and demand for resilient, liveable cities.

These wider trends create both opportunities and challenges. They shape funding priorities, regulatory requirements, and partnership possibilities that Council and the community can leverage to advance environmental goals. Recognising this bigger picture helps ensure the Strategy is adaptive, forward-looking, and aligned with emerging realities.

Community Consultation Outcomes

An online survey conducted in March-April 2024 received 56 responses, mostly from Devonport residents (88%) and 11% from people who visit Devonport most days. Of the respondents, 45% were aged 65 or older, and 35% were aged 45-64. While the sample size is small, the feedback offers valuable insights to inform the Strategy.

Key Findings

- 88% are moderately or very concerned about environmental issues.
- Notable changes over five years: biodiversity loss, increased pollution/waste, and extreme weather.
- 73% believe Council action on environmental issues is extremely important.

Top Concerns

- Loss of/or changes to wildlife and habitats
- Conserving natural resources / reducing our ecological footprint

- Water quality and coastal protection

Suggested Council Actions

- Biodiversity & green spaces: Protect habitats, control dogs and cats, plant more urban trees, expand environmental education, increase conservation resources (26 mentions)
- Waste management: More bins, better recycling, community cleanups, reduce single-use plastics (19 mentions)
- Sustainable development: Enforce environmental conditions, limit building heights, improve accessibility (5 mentions)
- Climate action: Reduce Council's energy use and emissions, support local suppliers (5 mentions)
- Climate adaptation: Increase urban trees, promote water-wise and edible landscapes (3 mentions)
- Pollution reduction: Install controls, address major pollution sources (2 mentions)
- Stronger leadership: Balance growth with environment, diversify decision-making bodies, improve communication (2 mentions)
- Monitoring: Conduct ecological surveys and publish progress reports (2 mentions)

Understanding Environmental Challenges

The issues raised by the community reflect broader challenges that affect how environmental action is planned, resourced, and implemented in Devonport. Recognising these barriers is essential to designing a strategy that is both realistic and effective.

Environmental issues are often complex and interconnected, and action is frequently hampered by a range of systemic factors:

- Slow and gradual change: Many environmental impacts in Devonport, like biodiversity decline or habitat degradation, occur incrementally, making them less visible until damage is advanced. This makes it harder to build early support for action, even when long-term benefits are clear.
- Balancing competing priorities: Economic and social activities, such as urban growth and service delivery, often compete with environmental protection. Managing these trade-offs requires careful planning and broad community engagement.
- Need for collaboration: Environmental solutions require coordinated effort across government, businesses, and community, yet awareness of roles and powers of different levels of government can be limited.
- Immediate costs versus long-term benefits: Environmental actions often involve upfront investment and behaviour changes, while benefits may only become visible years later, making sustained commitment challenging.
- Equity Considerations: Costs and benefits of environmental measures are not always evenly shared, requiring fair and inclusive approaches.
- Hidden and Complex Impacts: Some environmental problems are poorly understood or unseen, and misinformation can hinder support for action.

Key Issues

Urban Development and Land Use

Devonport continues to experience urban expansion into natural areas and bushland reserves. This pressure is intensified by a lack of community understanding about boundaries between public and private land and the legislative controls governing these spaces. Unauthorised clearing, mowing, poisoning, and the creation of informal tracks, including motorbike use, damage habitats and degrade ecosystems. Pollution from stormwater runoff and litter further threatens local waterways and natural amenity.

The management of urban development is complicated by stewardship challenges such as competing land uses, the need for community buy-in, and balancing development pressures against long-term environmental health.

Invasive Species

The spread of weeds, dumping of garden waste, uncontrolled domestic pets, and pest animals like feral cats significantly threaten Devonport's biodiversity. Controlling invasive species requires sustained, coordinated effort and community cooperation. Public awareness and engagement are critical but challenging to maintain, particularly when benefits are long-term, and costs are immediate.

Climate Variability and Change

Human-induced climate change is increasing pressure on Devonport's environment and infrastructure. Our climate is expected to continue warming across all seasons, with more hot days, longer warm spells, and fewer frosts. Under projections developed in 2010, Devonport's average temperatures could rise between 1.3°C and 3.3°C and the number of days over 25°C is likely to exceed 40 days per year¹.

Rainfall patterns are also changing. Spring and summer rainfall are expected to decrease, while winter may stay the same or increase slightly. Extreme rainfall events are likely to become more intense, and sea levels will continue to rise bringing a greater risk of coastal flooding and erosion. The region is also facing a harsher fire-weather climate, with longer fire seasons and more days of high fire danger.²

While natural climate variability may mask or intensify these trends in the short term, the long-term trajectory is clear.

Devonport is likely to experience:

- More frequent and intense storms
- Increased coastal erosion and flooding
- Longer fire seasons and higher fire danger

These changes will lead to:

- Greater strain on stormwater systems and more localised flooding
- More stress on native ecosystems, with invasive species likely to gain an advantage

¹ Profiles developed in 2010 by the Antarctic Climate and Ecosystems Cooperative Research Centre. The Tasmanian Government has committed to update the State's climate change projections as part of Tasmania's next climate change action plan.

² CSIRO and Bureau of Meteorology, Climate Change in Australia, accessed 29/04/2025.

- Water challenges, including lower river flows, increased drought risk, declining water quality, and drier soils that raise bushfire risk

Long-term planning, investment and partnerships will be required to address climate changes.

3. Priorities

Regenerate Biodiversity and Natural Landscapes

We will protect and regenerate bushland, waterways, coastlines, and natural areas on Council-managed land by actively managing threatened species and priority habitats, restoring ecological corridors, and controlling invasive species. Our approach will combine strategic on-ground action with compliance and community engagement to reduce vegetation loss, restore ecosystem health, and support long-term biodiversity resilience.

Council will reduce the extent and impact of priority and declared weeds on Council-owned and managed land through a coordinated, risk-based weed management approach that protects biodiversity, improves ecosystem health and supports long-term resilience.

Weed management will prioritise prevention, early intervention and targeted control in areas of high conservation value, including threatened species habitat, ecological communities, riparian corridors and coastal environments. Actions will be informed by the best available data and integrated with broader bushland management, restoration and compliance activities.

Delivery will be supported by community education, biosecurity hygiene practices, and partnerships with relevant State agencies, Natural Resource Management bodies and neighbouring councils.

Aspiration

By 2030, Devonport's natural landscapes are healthier, more connected, and resilient. Habitat condition is improving, supporting the potential recovery of threatened species. Efforts to manage invasive species are ongoing, and progress is being made in restoring key corridors. Vegetation loss and dumping have reduced through compliance and education. The community is actively involved. Devonport is on a clearer path to long-term ecological health.

Actions

- Manage threatened species and vegetation communities to recognised conservation standards.
- Restore and connect key habitat corridors focusing on areas of high conservation value.
- Undertake strategic weed management targeting priority and declared weeds, with a focus on intact and vulnerable habitats.
- Engage the community in invasive species control such as responsible pet ownership and biosecurity awareness.

- Prevent native vegetation loss and degradation - address illegal clearing, dumping of green waste through compliance and education.
 - 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 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.

Indicators of success	Desired trend
Number of known threatened species or communities under active management	Maintained or increasing
Area of native habitat restored or enhanced	Increasing
Habitat connectivity across landscape	Improved
Extent/density of target invasive species in priority sites	Declining
Community participation in environmental action	Increasing
Number of compliance actions	Decreasing
<u>Area or density of priority weed species in high-value conservation sites</u>	<u>Declining</u>
<u>Number of priority weed infestations under active management</u>	<u>Declining</u>
<u>Condition of weed-treated bushland and riparian sites over time</u>	<u>Improved</u>
<u>Incidents of green waste dumping in reserves</u>	<u>Decreased</u>
<u>Community participation in weed management programs</u>	<u>Increased</u>

Strengthen Climate Resilience

We will strengthen Devonport's climate resilience by preparing our infrastructure, natural systems, and community to anticipate, adapt to, and recover from climate risks. This includes integrating climate risk into planning, restoring natural buffers,

reducing flood and heat exposure through urban greening, improving water efficiency, and advocating for better climate data and policy coordination.

Aspiration

By 2030, Devonport is better prepared for climate impacts. Council assets are more resilient, riparian zones are being restored, and urban heat is reduced through greening. Water use is more efficient, and climate risks are built into planning. Community awareness is growing, ecosystems are healthier, and stronger partnerships support informed climate action.

Actions

- Continue to assess physical and transitional climate risks, including regular updates to the Climate Risk and Adaptation Plan, and integrate findings into asset management and long-term financial planning.
- Enhance and, where needed, expand riparian vegetation buffers along the Don and Mersey Rivers to filter runoff, stabilise riverbanks, and strengthen resilience against flooding and erosion.
- Remodel and assess the stormwater infrastructure network to identify vulnerabilities, reduce runoff, and improve water quality for the protection of local waterways and the marine environment.
- Install smart water technologies in high water-using council facilities and implement broader water efficiency and optimisation measures.
- Control invasive species and protect critical habitat corridors to strengthen ecosystem health and biodiversity resilience
- Develop urban greening strategy to mitigate urban heat and support biodiversity across the city.
- Ensure the design and planning of council assets and community services are responsive to projected climate conditions and built to withstand future risks.
- Advocate for consistent state and national climate data, risk assessment, and adaptation policy frameworks to support informed, risk-based decision-making at the local level, including clearer definitions of acceptable risk thresholds.

Indicators of success	Desired trend
Integration of climate risk and adaption measures	Increasing
Length / area of riparian buffers restored	Expanding
Water quality/health	Improving
Stormwater pollutant levels	Decreasing
Water use at high-use facilities	Decreasing
Level of urban green infrastructure	Increasing
Use of climate data in decision-making	Improving

Accelerate the Transition to Clean Energy

We will lead the transition away from fossil fuels by improving energy efficiency, electrifying our assets and operations, and expanding the use of renewable, low-

carbon energy. This shift will be guided by evidence-based decision making to reduce emissions and demonstrate climate leadership across our operations.

Aspiration

By 2030, Council will lead by example in the shift away from fossil fuels, operating with significantly lower emissions through smarter energy use and widespread adoption of renewable, low-carbon technologies. Our vehicle fleet will be well on the way to full electrification, supported by a robust charging network. Council facilities will be more energy-efficient, powered by clean energy, and designed for the future. Using a strong evidence base we will invest where it matters most to reduce our carbon footprint and contribute to a more environmentally responsible future.

Actions

- Conduct a carbon inventory of Council operations and assets, followed by analysis to prioritise actions and investments based on the findings.
- Develop an operational plan to progressively transition Council's fleet to zero-emissions vehicles (ZEVs), guided by operational suitability, lifecycle cost, and product availability:
 - Light passenger vehicles: achieve 100% ZEV by 2030, subject to operational requirements.
 - Utilities: target 25% ZEV by 2030, dependent on improved range and product availability.
 - Medium plant (light duty trucks, mowers): target 25% ZEV by 2030
 - Heavy vehicles and large plant: adopt a "pilot and learn" approach given current cost and technology limitations.
 - Small plant: continue full adoption; acknowledge around 5% of specialised plant may not transition in the next decade.
- Support a successful transition to zero emission vehicles
 - Install EV chargers at Council sites.
 - Ensure all new Council facilities are EV-ready, including upgrades to buildings and car parks.
 - Support the expansion of regional public fast-charging infrastructure.
 - Continue staff training in EV use, safety, and operational procedures.
- Electrify heating systems wherever feasible to reduce emissions and operational costs, including exploring options to replace or improve efficiency of the gas boiler at the Aquatic Centre.
- Continuously optimise energy use in current and new Council facilities, such as:
 - Installing solar panels.
 - Upgrading public lighting to more efficient (LED globes, solar-powered, adaptive lighting, energy-efficient fixtures).
 - Adopting demand response technologies and improve business scheduling to reduce energy consumption during peak periods, such as smart thermostats or automated lighting controls.

Indicators of success	Desired trend
Council's total greenhouse gas emissions	Decreasing
Proportion of fleet transitioned to zero-emission vehicles	Increasing

Indicators of success	Desired trend
Number of EV chargers and EV-ready facilities	Increasing
Percentage of heating systems electrified	Increasing
Energy savings achieved through efficiency upgrades in Council facilities and operations	Increasing

Enhance Governance and Engagement

We will strengthen environmental governance by embedding accountability and evidence-based decision-making across Council operations. This includes setting measurable targets, using the best available data, and building staff capability to support effective delivery. We will actively engage the community, partners, and stakeholders in shaping and delivering environmental action, while clearly communicating the roles, responsibilities, and limitations of local government in environmental management.

Aspiration

By 2030, Devonport City Council is recognised for transparent, accountable, and evidence-based environmental governance. Staff are skilled and confident in making evidence-based, sustainable decisions, supported by clear targets. The community, organisations, and partners are actively engaged in shaping and delivering environmental outcomes. Shared understanding of roles and responsibilities strengthens coordinated action, fostering a culture of environmental stewardship, resilience, and collective responsibility across our region.

Actions

- Develop communication materials clarifying the roles and responsibilities of Council, government agencies, landholders, and others in environmental management.
- Set and regularly review measurable environmental targets aligned with strategy priorities; leverage digital platforms for engagement and innovation; publicly report progress at least every two years.
- Build staff capability with training and resources to support sustainable decision-making and environmental leadership.
- Enable and support community-led environmental initiatives by providing practical assistance (e.g., grants, tools, expertise, promotion).
- Partner with schools, businesses, community groups, and regional stakeholders to deliver education programs and on-ground projects promoting shared responsibility and visible outcomes.
- Engage key stakeholders to improve understanding of environmental values, risks, and opportunities especially for climate resilience and cultural landscapes.
- Review Council procurement with environmental priorities, prioritising sustainable products, services, and suppliers.

- Clearly communicate roles and responsibilities for weed management across Council, State Government, landholders and the community to support shared understanding and coordinated action.

Indicators of success	Desired trend
Role-related enquiries or confusion in environmental project delivery	Declining
Progress towards measurable targets reported	Improving
Number of staff receiving training	Increasing
Number of community projects and education campaigns supported	Increasing
Number of joint initiatives delivered	Increasing
Integration of stakeholder input into planning	Improving
Procurement priorities reflect environmental priorities	Improving

4. References

Antarctic Climate and Ecosystems Cooperative Research Centre (2010) *Local Climate Profile: Devonport City Municipality*, https://recfit.tas.gov.au/_data/assets/pdf_file/0007/489823/Devonport_City_Climate_Profile.pdf, accessed 29/04/2025.

CSIRO and Bureau of Meteorology, *Climate Change in Australia* website <http://www.climatechangeinaustralia.gov.au>, accessed 29/04/2025.

5. Appendices

Action Plan

Strategic Alignment

Action Plan

No	Action	Year Planned					Priority: H,M,L	Resources: A-OPEX F-OPEX F-CAPEX	Responsible Department	Success Indicators
		2025/26	2026/27	2027/28	2028/29	2029/30				
		Priority 1: Regenerate Biodiversity and Natural Landscapes								
1	Manage threatened species and vegetation communities						H	A-OPEX	Community Services Works	- Number of threatened species or communities under active management: maintained or increasing - Area of native habitat enhanced: increasing - Habitat connectivity: improved - Extent/density of invasive species: declining - Community participation in environmental action: increasing - Number of compliance actions: decreasing - Improved work practises
2	Restore and connect key habitat corridors						H	A-OPEX	Community Services Works	
3	Undertake strategic weed management						H	A-OPEX	Community Services Works	
4	Engage the community in invasive species awareness and control						M	A-OPEX	Community Services	
5	Prevent native vegetation loss and degradation through compliance and education						M	A-OPEX	Community Services Development Services	
6	Develop and maintain a Council Priority Weed List, reviewed bi-annually and aligned with regional and state declarations.						H	A-OPEX	Community Services Infrastructure Works	
7	Undertake targeted weed control programs in high-value bushland, riparian, coastal areas and roadside reserves to protect threatened species and habitat corridors.						H	A-OPEX	Infrastructure Works	

No	Action	Year Planned					Priority: H,M,L	Resources: A-OPEX F-OPEX F-CAPEX	Responsible Department	Success Indicators
		2025/26	2026/27	2027/28	2028/29	2029/30				
8	<u>Implement weed hygiene standards for Council operations and contractors to prevent the spread of weeds through works and maintenance activities.</u>						H	A-OPEX	Infrastructure Works	
9	<u>Reduce illegal dumping of green waste and vegetation through education, improved infrastructure and compliance activities.</u>						M	A-OPEX	Community Services Development Services	
10	<u>Support participation of staff and community in weed prevention and control through education, reporting pathways and volunteer programs.</u>						M	A-OPEX	Community Services Infrastructure Works	
11	<u>Document Weed Management procedures including weed mapping, risk assessment process, works program.</u>						H	A-OPEX	Community Services Infrastructure Works	
Priority 2: Strengthen Climate Resilience										
12	Update climate risk assessments, integrate into asset and financial planning						H	A-OPEX	Development services Infrastructure Finance	- Integration of climate risk and adaptation measures: increasing - Level of urban green infrastructure: increasing - Length/area of riparian buffers restored: increasing - Water quality and health: improving
13	Develop urban greening strategy						H	F-OPEX F-CAPEX	Infrastructure	
14	Restore and expand riparian zones						H	F-OPEX	Community Services	

No	Action	Year Planned					Priority: H,M,L	Resources: A-OPEX F-OPEX F-CAPEX	Responsible Department	Success Indicators
		2025/26	2026/27	2027/28	2028/29	2029/30				
9 15	Conduct remodelling of the stormwater infrastructure network						H	F-CAPEX	Infrastructure	- Stormwater pollutant levels: decreasing - Water use at high-use facilities: decreasing - Use of climate data in decision-making: improving
10 16	Install smart water technology and improve water efficiency in facilities						M	F-CAPEX	Infrastructure	
11 17	Design assets and services to withstand future climate risks						M	A-OPEX	Infrastructure	
12 18	Advocate for consistent climate data and policy frameworks						M	A-OPEX	Governance & Communication	
	Priority 3: Accelerate the Transition to Clean Energy									
13 19	Conduct a carbon inventory and prioritise emissions reduction actions						H	A-OPEX	Finance Infrastructure	- Council's total greenhouse gas emissions: decreasing - Proportion of fleet transitioned to zero-emission vehicles: increasing - Number of EV chargers and EV ready facilities: increasing - Percentage of heating systems electrified: increasing - Energy savings from efficiency upgrades: increasing
14 20	Develop operational plan to transition fleet to zero-emissions						H	F-CAPEX	Works	
15 21	Install EV chargers and ensure new facilities are EV-ready						H	F-CAPEX	Infrastructure Economic Development	
16 22	Electrify heating systems in Council facilities, where feasible						M	F-CAPEX	Infrastructure	
17 23	Install solar panels and upgrade lighting to energy-efficient systems						M	F-CAPEX	Infrastructure	
	Priority 4: Enhance Governance and Engagement									
18 24	Develop communication materials clarifying roles and responsibilities of Council and						H	A-OPEX	Governance & Communication Community Services	Reduction in role-related enquiries or confusion in environmental project delivery: declining Progress towards

No	Action	Year Planned					Priority: H,M,L	Resources: A-OPEX F-OPEX F-CAPEX	Responsible Department	Success Indicators
		2025/26	2026/27	2027/28	2028/29	2029/30				
	others in environmental management								<u>Works</u>	measurable targets reported: improving
<u>1925</u>	Set, review, and publicly report on measurable environmental targets						H	A-OPEX	Community Services Infrastructure <u>Works</u>	- Number of staff receiving training: increasing - Number of community projects/campaigns supported: increasing
<u>2026</u>	Build staff capability and leadership through sustainability training and resources						H	F-OPEX	Community Services Infrastructure Works	Number of joint initiatives delivered: increasing
<u>2127</u>	Provide practical support to community-led environmental initiatives						H	A-OPEX	Community Services <u>Works</u>	Integration of stakeholder input into planning: improving
<u>2228</u>	Partner to deliver education programs and on-ground projects						M	A-OPEX	Community Services <u>Works</u>	Procurement priorities reflect environmental priorities: improving
<u>2329</u>	Engage key stakeholders to improve understanding of environmental values and risks						M	A-OPEX	Community Services <u>Works</u>	
<u>2430</u>	Prioritise environmental outcomes in procurement and Council operations						M	A-OPEX	Finance All Departments	
<u>31</u>	<u>Clearly communicate roles and responsibilities for weed management across Council, State Government, landholders and the community to support shared understanding and coordinated action.</u>						<u>M</u>	<u>A-Opex</u>	<u>Community Services All Departments</u>	

Strategic Alignment

This Environment Strategy builds on a suite of existing Council strategies that already contain important environmental goals and actions. Rather than duplicating those initiatives, this Strategy draws together and aligns key priorities to ensure a coordinated and efficient approach. The table below highlights where environmental outcomes are embedded across other strategic documents, and how this Strategy complements and strengthens their delivery.

Strategy	Alignment
Strategic Plan 2009-2030	The Strategic Plan is the leading plan - setting the broad direction for Council's long-term goals. The Environment Strategy contributes to Goal 1. Living Lightly on our Environment.
Term Plan 2022-2026	The strategy supports these term priorities: 1.3 Increase our energy efficiency and reduce our carbon footprint to role-model sustainability in the community. 1.4 Develop an Electric Vehicle Plan including transitioning Council's fleet to low carbon and electric vehicles.
Living Well: Devonport Health and Wellbeing Strategy 2022-2033	Recognises the role of a healthy natural environment in supporting our community to be 'Living Well'.
Linked Theme: Biodiversity and Natural Resources	
Open Space Strategy	The Strategy guides the planning and management of public open space - land that is publicly owned or managed, accessible to all, and supports recreation, conservation, and leisure. It includes actions to enhance biodiversity.
Don Reserve Environmental Management Plan Kelcey Tier Master Plan	Both plans outline actions to balance environmental conservation with recreational uses.
Bushfire Management Plans – Don Reserve & Kelcey Tier	Plans outline actions to help control fires and reduce the risk to people, property, the environment, and important cultural sites.
Waste Strategy 2023-2028	Outlines actions to reach these objectives: 1. Achieve 60% resource recovery. 2. Eliminate use of priority single use plastic from Council operations. 3. Increase range and quantity of recycled and recovered materials into operations. 4. Contribute to regionally consistent and effective waste management practices.
Linked Theme: Climate Resilience	
Corporate Climate Change Adaptation Plan	The plan aims to improve the capability of Council to manage the key corporate risks associated with climate change, being rainfall and flooding; sea level rise and storm tide; heat; and bushfire.
Stormwater System Management Plan	Outlines infrastructure requirements to mitigate the risk of flooding to people and property.
Municipal and Regional Emergency Management Plans	Plans outline arrangements for emergency prevention and mitigation, preparedness, response and recovery and identify opportunities to reduce risks to the community.
Linked Theme: Clean Energy Transition	

Strategy	Alignment
Public Lighting Strategy 2021-2026	Outlines actions to improve public lighting so that it is energy efficient, financially sustainable and meets community needs.
Bike Riding Strategy Pedestrian Strategy Parking Strategy Road Network Strategy	Strategies outline actions to build safe, accessible and well-connected transport routes and decrease reliance on fossil fuelled transport.
Linked Theme: Governance & Engagement	
Strategic Asset Management Plan 2021-2031	Outlines framework for asset investment, renewal, and maintenance to ensure long-term financial sustainability of Council. Improvements to open space infrastructure would be integrated into Council's rolling 5-year Capital Works program.
Financial Management Strategy - 2033	Ensures financial decisions support long-term community and environmental outcomes, with Strategy actions integrated into Council's budget for effective, sustainable service delivery.
Risk Management Framework	The framework outlines how Council plans, implements, monitors, assesses, and improves risk management. It ensures that potential environmental hazards are managed to safeguard the community and natural assets.
Community Engagement Strategy 2024-2028	Supports the Environment Strategy by fostering meaningful participation from residents in environmental planning and decision-making.
Community Volunteer Sustainability Strategy 2021-2026	Supports the Environment Strategy by fostering a community-driven culture of sustainable and adaptable volunteering that helps protect and enhance local environmental outcomes.

Other frameworks that may influence Council activity:

At the Regional level:

- Cradle Coast Natural Resource Management Strategy
- Cradle Coast Regional Cat Management Strategy

At the State level:

- *Local Government Act 1993*
- *Nature Conservation Act 2002*
- *Land Use Planning and Approvals Act 1993*
- Tasmanian Climate Change Action Plan 2023–2025
- Tasmanian Waste and Resource Recovery Strategy 2023
- Tasmanian Cat Management Plan 2022–2032

At the National level:

- National Climate Resilience and Adaptation Strategy 2021–2025
- Net Zero Plan
- Nature Positive Plan 2022 which refers to the *Environmental Protection and Biodiversity Conservation Act 1999*

Devonport Walking & Riding Strategy 2026 – 2031



Next Date of Review: Insert Date
Document Controller: Infrastructure Manager
Document Reviewer: Deputy CEO
Date Adopted by Council: Insert Date
Resolution Number: Insert resolution number

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1. EXECUTIVE SUMMARY

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

The Strategy 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 analyses the existing path network and the way it is used and identifies issues to be resolved in the achievement of the three identified objectives. Issues include:

- Consistent path infrastructure standards and conditions
- Sharing the path and defining the types of users
- Gaps or sub-standard links in the path network

The Strategy identifies 14 actions that can be delivered to achieve the three objectives and provide solutions to the issues identified, 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.

2. INTRODUCTION

2.1. Background

The Devonport Community values its foreshore paths, which are frequently used by both locals and visitors for walking and cycling.

Council first adopted a Bike Riding Strategy in 2010 (updated in 2015) to guide the provision of new paths and facilities for bike riders, and then in 2012 released a Pedestrian Strategy (updated in 2016) to guide the development of a connected path network for walkers.

The introduction and increased use of various mobility devices across Devonport have significantly altered both the diversity and volume of individuals utilising pedestrian pathways. This new strategy will provide a modern integrated

approach to network use throughout the city that aligns with current strategic and future planning.

This document aims to assist Council with the following:



Asset management planning



Making path & road design decisions to achieve a safe environment, shared use access and amenity



Providing direction for path network planning within Devonport and the surrounding region



Tool to guide land use development and growth

2.2. Overview & Context

This new combined Walking & Riding Strategy provides a framework to guide planning, decision making, and investment in future footpaths, bike lanes and safe crossings for the community over the next decade. It identifies Walking Precincts where access by people on foot is prioritised and Active Transport Corridors where people walking and riding are given emphasis over motorised transport.

This Strategy is principally focused on the urban areas and properties connected to or near the existing path network.

Since the introduction of the original strategies the Coastal Pathway network has extended connecting to the towns of Latrobe, Spreyton and Ulverstone, new design standards have been introduced, such as the State Government developing a Walk, Wheel and Ride Strategy during 2025. The Tasmanian Strategy envisions a safe and inviting network of paths fully connecting communities to make it easier to choose active transport for physically and environmentally healthier everyday trips. It is important that Devonport align with the Tasmanian Strategy to ensure consistency of standards and expectations throughout the region.

2.3. Strategy Alignment

This Strategy is prepared under the direction of Council's Strategic Plan vision, mission, goals, along with relating strategies and national design guidelines.

2.3.1. Council's Strategic Plan 2009 – 2030 (2023 Update)

Alignment with Council's Strategic Plan vision, goals and outcomes is important for understanding the Walking & Riding Strategy context for

Our vision is:

*“Devonport will be a thriving and welcoming regional city,
living lightly by river and sea.”*

Relevant goals and outcomes and how these are addressed in this Strategy are detailed below.

	Goal		Outcome	Strategy Context
1	Living lightly on our environment	1.3	'Living lightly' is promoted and encouraged.	Active Transport is human powered clean energy
2	Building a unique city	2.1	Council's Planning Scheme facilitates appropriate property use and development.	Ensuring an active transport link to and within developments
		2.3	Active asset renewal program and clear infrastructure priorities for funding.	Appropriately operating and maintaining the transport network ensure maximum life of the infrastructure assets
3	Growing a vibrant economy	3.3	Access into, out of, and around the city is well planned and managed.	An attractive active transport network allows users to access points of interest and facilities.
4	Building quality of life	4.1	Sport and recreation facilities and programs meet community needs.	Active Transport can enable users to access and participate in activities. Active transport is recreation
		4.4	Our community & visitors are safe and secure.	This Strategy will guide safety improvements for the existing and future network.

2.3.2. Related Strategies

The Tasmanian Walk, Wheel, Ride Strategy has a vision to provide for *convenient, comfortable and safe ways for people of all ages and abilities to walk, wheel and ride*. The Tasmanian Strategy provides a framework that has supported Council to develop network and precinct plans, focused on enabling local trips to key destinations, improving access to public transport stops to increase multi-modal journeys. Inter-regional connectivity between towns will be improved through identifying opportunities to deliver safe routes, for example, by providing off-road paths or installing road shoulders.

There are also several Council strategies that have a direct relationship with this Strategy, which are outlined in the table below.

Strategy	Relationship
Tasmanian Walk, Wheel, Ride Strategy	The Tasmanian Strategy has guided the development of Council's Strategy and will assist in gaining consistency for active transport users across municipal boundaries and across the State.
Devonport Road Network Strategy	The reduction of short and unnecessary car trips, with public and active transport promoted and increased use.
Open Space Strategy	Walking Precincts and connections are supported in both strategies.
Environment Strategy	Ensure the design and planning of assets are

	responsive to projected climate conditions and built to withstand future risks.
Parking Strategy	Active Transport can enable users to access and participate in activities reducing the demand on costly car parking infrastructure
Tourism Strategy	A cohesive and descriptive guide to walking and riding within our city and surrounds. A written guide explaining points of interest, track description and navigation. Upgrade and maintain signage
Signage Strategy	Accurate and relevant information and signage for all users, including visitors.
Build Nature In Strategy (in development)	Ensuring transport corridors and paths include consideration of well planted environments, amenity and shaded by trees.

2.3.3.Design Guidelines

There is a great deal of detail available to designers of Active Transport Infrastructure with many Australian Standards and Engineering Design Guidelines providing clear direction on minimum design requirements and safety considerations.

Key legislation, standards and guidelines include:



3. PURPOSE AND OBJECTIVES

The purpose of a Walking & Riding Strategy is to guide Council's decision-making for planning, design and investment in infrastructure for all forms of active transport and to ensure new projects emphasise walking, wheeling and riding for the future health and transportation benefits they will provide to the community.

The objective of this strategy is to provide a guidance document that supplements the Tasmanian Government's Walk, Wheel and Ride Strategy to give a local Devonport context to our infrastructure and services.

3.1. Guiding Principles

The following principles have been identified to guide the development of this Strategy.

- **Ensure a Safe Network**

Acknowledge the importance of feeling and being safe when walking, wheeling or riding.
(Devonport Strategic Plan 2009-2030 Long Term Goal 3, 4 & 5).

- **Create an Inviting Network**

Make the choice easier for walking, wheeling or riding by having inviting paths and facilities
(Devonport Strategic Plan 2009-2030 Long Term Goal 3, 4 & 5).

- **Envision a Future Network**

Look forward 10 years to imagine where and how people might want to walk, wheel or ride, across a connected network.
(Devonport Strategic Plan 2009-2030 Long Term Goals 2, 4 & 5).



3.1.1. Objectives

The discussion and actions identified throughout this Strategy are aimed at achieving the following objectives:

Objective 1: Improving path infrastructure conditions to ensure a safe network

Recognising areas of high walking and active transport value will guide decision making towards investing in these areas to enhance and improve the walking and riding experience. This investment would include capital and operational expenditure.

Objective 2: Safely sharing roads, paths and reserves to create an inviting network

Transport corridors are designated for both active and motorised modes, with paths for pedestrians and wheeled devices. Open spaces can also support active transport, often providing more direct or appealing routes. Reserves also provide opportunity for wheeled recreation (Mountain Bike Trails, skate parks and pump tracks).

This objective involves identifying and supporting the diverse ways people use our roads, paths, and reserves, aiming to offer a safer and more enjoyable experience for everyone.

Objective 3: Providing for what is missing to envision a future network

Updating the existing network plans to identify gaps in the network, utilising existing transport corridors, reserves, and opportunities to make direct connections to unlock greater active transport use to places where people want to go.

Ensuring access to paths for people with mobility issues is considered, this would include kerb ramps and suitable gradients and crossfalls.

These objectives aim to create a walking and riding experience across the path network that aligns with the long-term goals of the Devonport Strategic Plan 2009-2030 and the Tasmanian Walk, Wheel, Ride Strategy's vision for convenient, comfortable and safe ways for people of all ages and abilities to walk, wheel and ride.



4. STRATEGY DEVELOPMENT

4.1. Consultation

Community consultation in relation to Walking and Riding was undertaken in April 2024 with feedback received from over 140 respondents.

Some key observations from the survey results include:

Favourite Places	Rank
Bluff/Victoria Pde	1
Don Reserve	2
Coastal Pathway	3

Deterrents/ Issues	Rank
Roads Crossings	1
Feeling Unsafe	2
Inaccessible Paths	3
Poor/Unsafe Paths	4
Lack of Connection	5

Attractors/ Benefits	Rank
Improving Health	1
Fun Activity	2
Friends/ Family Time	3
Improving Skills	4
Convenience	5

Purposes for walking or riding in the past month:

94% walked/rode for recreation, exercise or walking the dog
33% walked/rode for shopping and other business
26% walked/rode to get a café, restaurant, or pub/club
18% walked/rode to get to/from work, school or TAFE
16% walked/rode to go to a sports ground/club, pool, or community facility
12% walked/rode to visit friends or relatives

Reasons that discourage walking/riding

The main reasons rated 'very much' or 'extremely' that discourage walking/riding were:
31% - Roads that are difficult to cross
28% - I feel unsafe - eg dogs, traffic, other walkers/ riders, lack of lighting
26% - Inaccessible footpaths - such as slope, lack of kerb ramps, encroaching items
22% - Poorly maintained/unsafe paths
21% - Lack of connecting paths

Main devices used to walk or ride:

53% did not use a device (i.e. walked)
49% used a bike
18% used an e-bike
9% used another device (i.e. scooter, e-scooter, skates)

Topics of Comments by Respondents	% of Total Responses
Improve path connectivity	25%
Path upgrades/ widening/ improve crossings & safety	23%
User etiquette – signage & education	23%
Signage – information & maps	10%
More facilities – bike racks, lighting, seats & water fountains	10%
Other	9%

Respondents were encouraged to make comments regarding their experience, examples of key themes include:

"The council is doing a great job with the track infrastructure, however it is failing to maintain the said infrastructure"

"Bike and scooters should alert walkers by ringing their bells especially coming up behind at a fast rate."

"Keep expanding the network, it obviously gets a lot of use."

4.2. Devonport as a Regional Centre

Devonport acts as a regional hub, supporting and connecting surrounding towns such as Latrobe, Leith, Turners Beach, Ulverstone, Penguin to Sulphur Creek. The Coastal Pathway is becoming a vital transport link to and from Devonport and has potential to also grow these neighbouring economies, as well as for Tasmania in general.



4.3. Devonport's multiple activity areas

Devonport's transport network services six key activity areas that require efficient and safe transport through and around them, as in the adjacent map.

Each of these key activity areas have different transport requirements, with the benefits and issues discussed as follows.



4.3.1. Central Business District (CBD)

- Customer and commuter traffic into and out of the CBD
- Traffic circulating within the CBD, typically associated with accessing parking spaces or moving between shops within the area
- Vehicular traffic commuting through the area (detrimental)
- Highly walkable within and from neighbouring areas such as schools and the Fourways, although walkers may be deterred by steep gradients to the west and south of Stewart Street and Steele Street.

4.3.2. Stony Rise

- Area of residential growth
- Area of commercial growth

- Freight traffic along Stony Rise Road and links to the Bass Highway
- Access to the Homemaker Centre and Kelcey Tier Reserve
- Expanding but incomplete active transport network.

4.3.3. East Devonport

- Freight traffic to and from Port area
- Port passenger traffic with walk/ride on and off users
- Overlap between Port traffic, industrial and commercial areas
- Residential areas including growth opportunities of the east.

4.3.4. West Devonport Fringe

- Predominantly residential
- Schools embedded in residential zones
- Access to recreational areas including Don Reserve and Aquatic Centre
- Industrial & commercial area, including freight and passenger traffic along Don Rd.

4.3.5. Spreyton/Quoiba

- Includes regional arterial linkages, part of the State Road Network
- Mixed land use, industrial, commercial and residential
- A large school fronting a major road
- High growth opportunities in residential, industrial and commercial areas.

4.3.6. Mersey Bluff

- Tourist destination with seasonal and event-based peaks
- Devonport's major recreational precinct with the new stadium construction underway
- Well supported by active transport routes
- Aged care facilities and family playground creates a mixed path use types with range of vulnerable users

4.4. Issues Discussion

4.4.1. Path Infrastructure Conditions

The community survey responses indicated a desire to improve the conditions for walkers and riders, which involved removing obstacles and ensuring path width is fit for use.

Path Road Crossings is a key deterrent for walking and riding along busy roads. Installation of pedestrian safety islands and raised crossings have been well received by walkers and riders. Recent reduction in the CBD Speed Limit to 40km/h will go further to improve vulnerable road user safety. From the survey responses, there is a need to continue to prioritise and implement established and innovative measures to create a sense of safety on and crossing our road network.

Existing kerb access ramps may not be suitable (or even present) for the range of mobility devices in use today. Assessment of ramps for improvement or provision would ensure better access to the network.

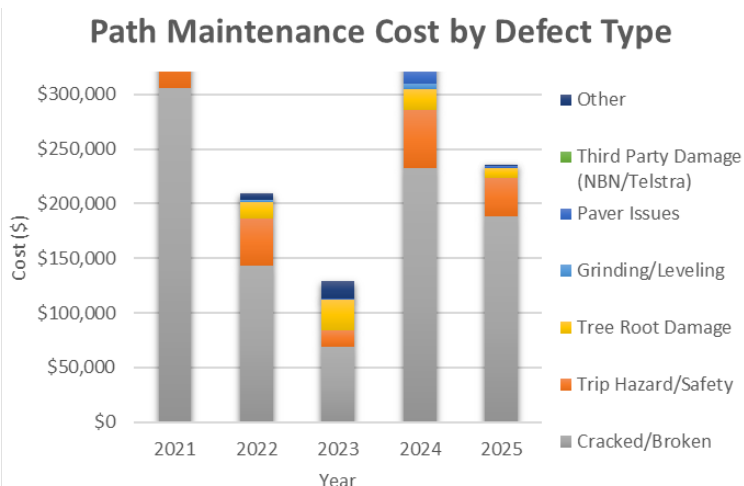
Kerbside bin collection days are an issue for path users where paths are adjacent to the kerb and not sufficiently wide enough to accommodate bin placement and path users. Bins become additional obstacles to navigate, which can be especially challenging when riding or using micro-mobility aids.

Updates to design standards and guidance material have taken place over recent years, incorporating increasing safety in design requirements and specifically for user hazards.

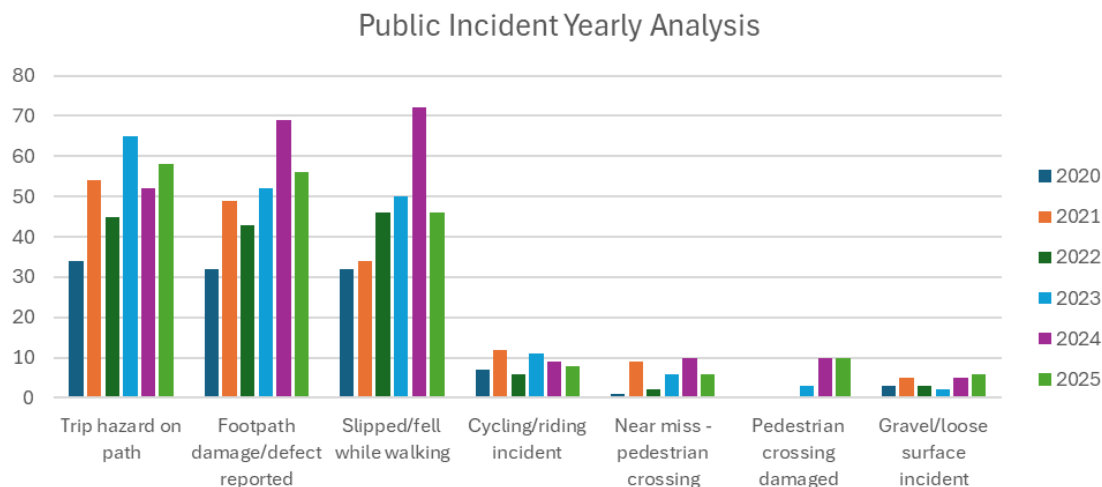
Asset Management -

Council manages a total path network of 280km with a replacement value of \$85M. Significant ongoing investment is required to maintain these assets and improve the network to provide asset-based services to the community. Provision of these services must

be sustainable and so must align with the needs of the community along with expected maintenance levels of service. Council receives and completes an average of 60 work orders annually with an average expenditure of \$250,000 on maintenance and repairs of path defects.



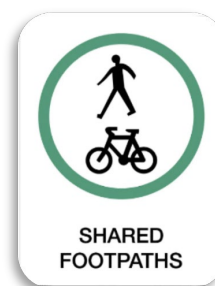
Public Incidents – Council receives and records public incidents which is used to communicate and guide Council on emerging and trending issues. Below is a summary of recorded incident trends over the last 5 years.



The incident data across the path network indicates that incidents increasing likely as a result of declining path condition, increased number of path users and suitability of the path design standard (width, safety offset, delineation, signage, etc..).

4.4.2.Shared User Path Safety

Ensuring path users respect and watch out for other users is evident in the survey responses along with recorded public incidents. The Public incident data indicates that many of the issues are along high-use areas and the shared user path network, including Formby Rd, Victoria Parade/ Mersey Bluff. Other high-use roads that contain footpaths that are not to the same design standard as a shared user path and are significantly aged with increasing degree of maintenance defects, including William St/ Fourways, Stewart St, Best St and James St.



The success of the Shared User Path network and substantially increased user numbers and range of modes of use like walking, running and riding of devices such as e-scooters and e-bikes, is increasing the degree of conflict. The degree of conflict and incidents is in higher use density areas and places of high mixed-use activity, particular the CBD areas and through areas like Waterfront Park and the Mersey Bluff.

Movement and Place on Shared Paths

Shared user paths must balance two legitimate functions at the same time:

Movement	enabling people to walk, ride, scoot or wheel efficiently and safely through the area
Place	supporting the area's social, cultural, environmental and economic role as a destination

In areas of interest, place value is high, so movement is important but moderated, not prioritised to avoid conflict.

The conflict between movement and place are trade-offs as the issues become more complex and include the balancing of safe access with movement on key corridors. Safety issues, presented in the crash data and perceived safety risks provided by stakeholders involve all user types, including vulnerable users. Recorded incidents also involve a wide range of crash types, intensifying in denser urban areas.

What is 'Riding'?

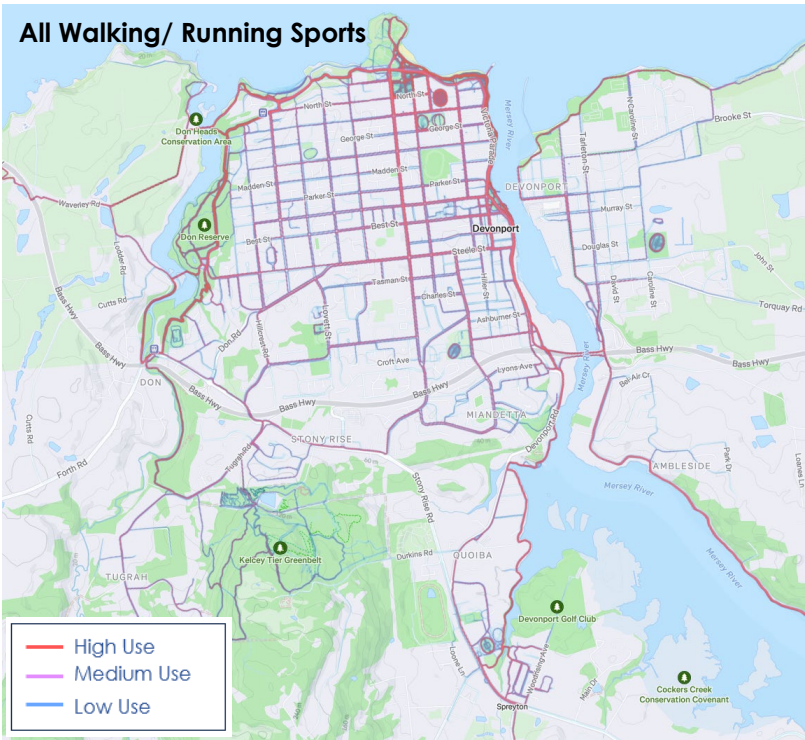
Riding now includes a range of devices, such as e-scooters and e-bikes which are becoming a popular form of transportation for commuting around the city. There are also a growing number of people riding bikes on the path network for recreation and exercise.



Strava App Data Extracts

A growing number of people are using the Strava App to record their activities, including all types of Cycle Sports and Walking/Running Sports. The Global data is publicly available and provides a visual representation of popular routes and areas, following are extracts for all Cycle Sports and Walking/Riding Sports in the Devonport area.





The Strava App data is only a sample of users that choose to use Strava for all, or just some of their activities. However, the sample dataset does provide a representation of the high use exercise activity routes along with popular streets which are ideal routes due to direct access to areas of interest, gradient, ease of use and perceived safe/least conflict.

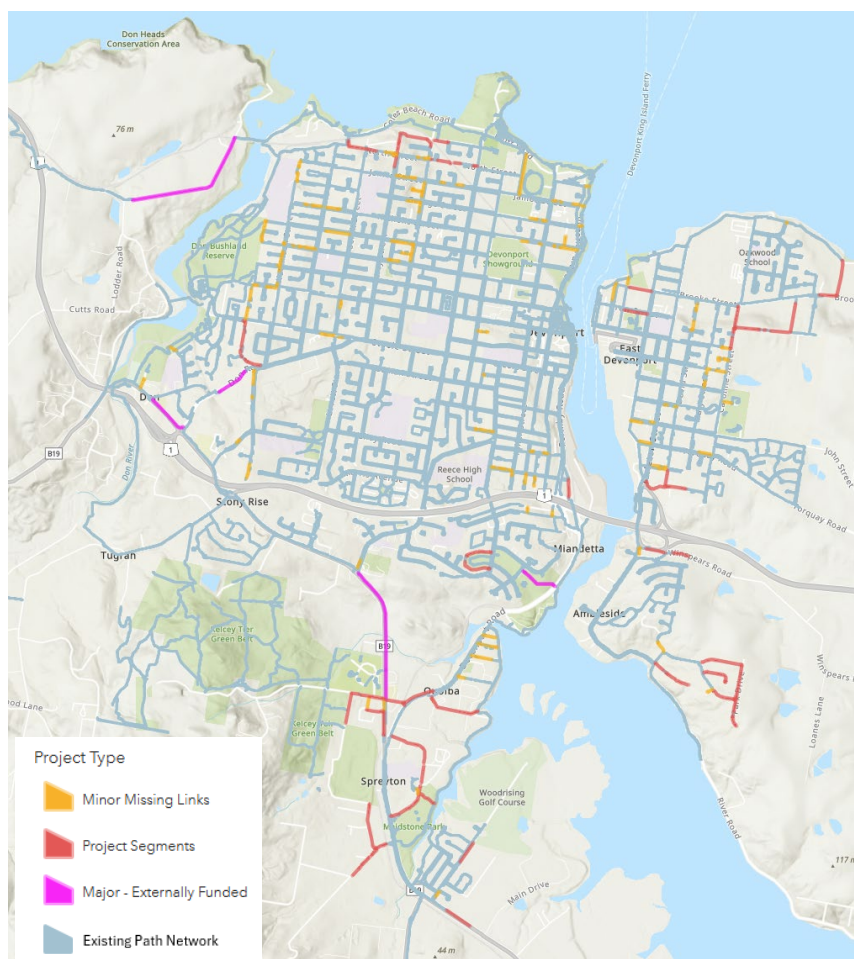
4.4.3. The path network is incomplete

There are gaps in the current path network and opportunities for path upgrades to improve upon old standards and allow for more types of users to safely use these links.

Active Transport Corridors	A convenient route suited to higher number of people riding or walking, due to its gradient, directness and its origin/destination.
Principal Riding Networks	Are high priority bike riding routes where provision is made for people riding, the network includes commuter routes and recreational routes.
Priority Walking Precincts	Are precincts where priority is given to people walking (on foot or using a mobility aid like a walking frame) ahead of other forms of transport.

Extending the network and providing better access for potential users was a strong theme from the consultation. To help guide future investment in active transport, *Strategic Active Transport Corridors*, *Principal Riding Network Plans* and *Priority Walking Precincts* have been identified and included in this strategy.

Gaps in the existing network have been identified in the map below.



Directional and wayfinding signage along with interpretive signage are proven measures to enhance the user experience. Ensuring integrated wayfinding signage is installed across the network will enhance the visitor experience and drive return visits.

Reliance on Car Travel has historically been the core mode of travel for many in the Devonport area. As the path network gaps are being completed and upgrades to priority routes to meet desirable standards, we are observing the increase in commuter riding numbers. The desirability of the path network and the decision to walk or ride instead of relying on car travel are likely due to a range of reasons, including:

- Increasing cost of car travel and parking
- Increase in road traffic in busy areas making it slower to move around areas of interest
- Increase in active transport facilities with less conflicts and improved safety
- Health and wellbeing benefits
- Public transport services improvements

Continuing to provide suitable alternatives to car travel for those who live, work and play within Devonport will reduce reliance on car travel is vital for liveability, and for a vibrant CBD and busy areas of interest.

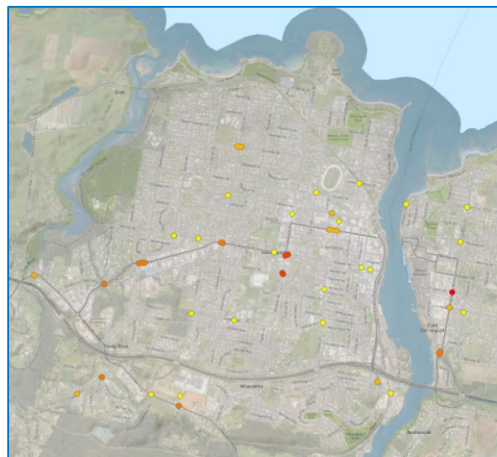
5. IMPLEMENTATION

5.1. Improving conditions to ensure a safe network Path Road Crossings

To improve safety for vulnerable road users, priority actions include:

- Ensuring old path road crossing facilities meet current Australian Standards and Engineering Design Guidelines.
- Installing or upgrading lighting at pedestrian crossing islands and intersections.
- Regular cleaning of traffic islands & surrounding road surfaces.
- Upgrade & increase of line-marking delineation, repainting and signage to increase visibility and driver awareness.

The map shows key crossing facilities with recorded incidents, and below examples of road crossing improvements.



Design Standards & Upgrades

Design standards have increased over time to allow for changes to how people use the path network and ensure that public infrastructure is safe and fit for use. To define the path network in accordance with standards in the Devonport context, below are the different path definitions.

Shared User Path (SUP) – high degree of mixed use with a higher design standard and path width to cater for commuter and recreational use.

Road-Side Path (RSP) – standard paths with a nominal minimum width of 1.5m to cater for pedestrian use and low degree of riding.

Parks & Reserve Paths (PRP) – Varying standards based on the area's activity and degree of people on foot.

Design risk assessment for each path standard should consider the degree of Road or Park use along with the envisioned path utilisation to determine and guide desirable path width and safety offsets. Future designs should aim to deliver best practice infrastructure outcomes where the environment can allow sufficient space to achieve. The development of a Walking and Riding Infrastructure Design Manual will ensure applicable design criteria is reasonable in the Devonport context and applied consistently.

Path Asset Proactive Maintenance Inspection Program Improvements

Incidents that relate to trip hazards or defects/ damage on paths should be identified and addressed via the Maintenance Inspection Program. A review of the Council's Maintenance Service Level and defect intervention metrics should be completed to ensure path infrastructure remains at reasonable levels to improve user safety.

The Council works system should be updated to improve data capture and reporting capabilities with the development of an analytical dashboard.

Assess path hazards (e.g. wheelie bins, poles, etc.) and consider improvements

Using the Walking & Riding Infrastructure Design Manual, assess the older path network areas and identify treatments to lower the risk of path hazards. The treatments should be prioritised based on risk and included in the Forward Capital Program to address over time.

5.2. Safely sharing roads, paths and reserves to create an inviting network Place & Movement Safety

Recommendations for safety improvements have been summarised into five areas, focussing on:

- Reducing modal conflicts and movement and place conflicts
- Reducing incidents of vulnerable user crashes
- Reviewing specific intersections with poor safety performance
- Identify intelligent data collection on performance of network
- Lobby for and pursue external funding for priority projects

These safety strategies are based on the Safe Systems approach to provide the tools for Council to move beyond a reactive/ incident-based approach to safety. Traditionally funding priorities have focussed on treating crash locations. However, for most of the network, crashes are only one indicator of the safety of that part of the network. Consideration and assessment are needed to determine:

High **Place** Value Areas to prioritise busy pedestrianised activity, whereby restricting or controlling active transport is needed ensure Place Value is managed

High **Movement** Value Areas that provide for Riding and Walking, by upgrading and extending the Shared User Path Network and promoting its use for commuting and recreational activities.

Path Etiquette Signage

Improving path user etiquette and educating the community users about what is considered acceptable to ensure the path network is shared safely. It is proposed to design and distribute signage containing key messaging that has been proven to consistently work in other areas throughout Australia.

No Riding Zones

There are several key locations of concern for path safety that highlights risks for vulnerable users. The highest frequency of crashes is around the CBD area, and on key traffic corridors. This is not uncommon given the mix of users within the CBD, the greater interaction with place activities, and the higher volumes of traffic on key movement corridors increasing risk.

The Tasmanian Road Rules define electric scooters, skateboards and unicycles as a personal mobility device which is not capable of travelling more than 25km/h.

Council has the ability as the Road Manager to display 'No Bikes or Personal Mobility Devices on Path' and Police are able to enforce the road and traffic laws.

The following maps highlight the CBD areas as high Place Value areas and proposes for these areas to be no riding zones.



Planning and consultation should be undertaken for High Place Value areas.

Create an Inviting Network

The path network needs to be in an environment that can provide the amenity, confidence and with facilities to support the diverse range of users and all ages. This can be achieved through providing more than just a path, such as:

- The Build in Nature Strategy, currently in development, will aim to increase tree canopy cover and planting opportunities along Active Transport corridors and walking precincts.
- Design and install wayfinding and interpretive signage in appropriate locations to enhance the visitor experience, by guiding use through community services, attractions and their history.
- Additional public furniture and amenities spaced along the path network, that is in fitting with the setting and appropriate for access and inclusion.

5.3. Providing What is Missing

Achieving sustainable car transport and increasing the Shared User Path network use requires two main elements:

- Reducing short and unnecessary car trips
- Increasing the desire to commute by riding along an expanded user path network

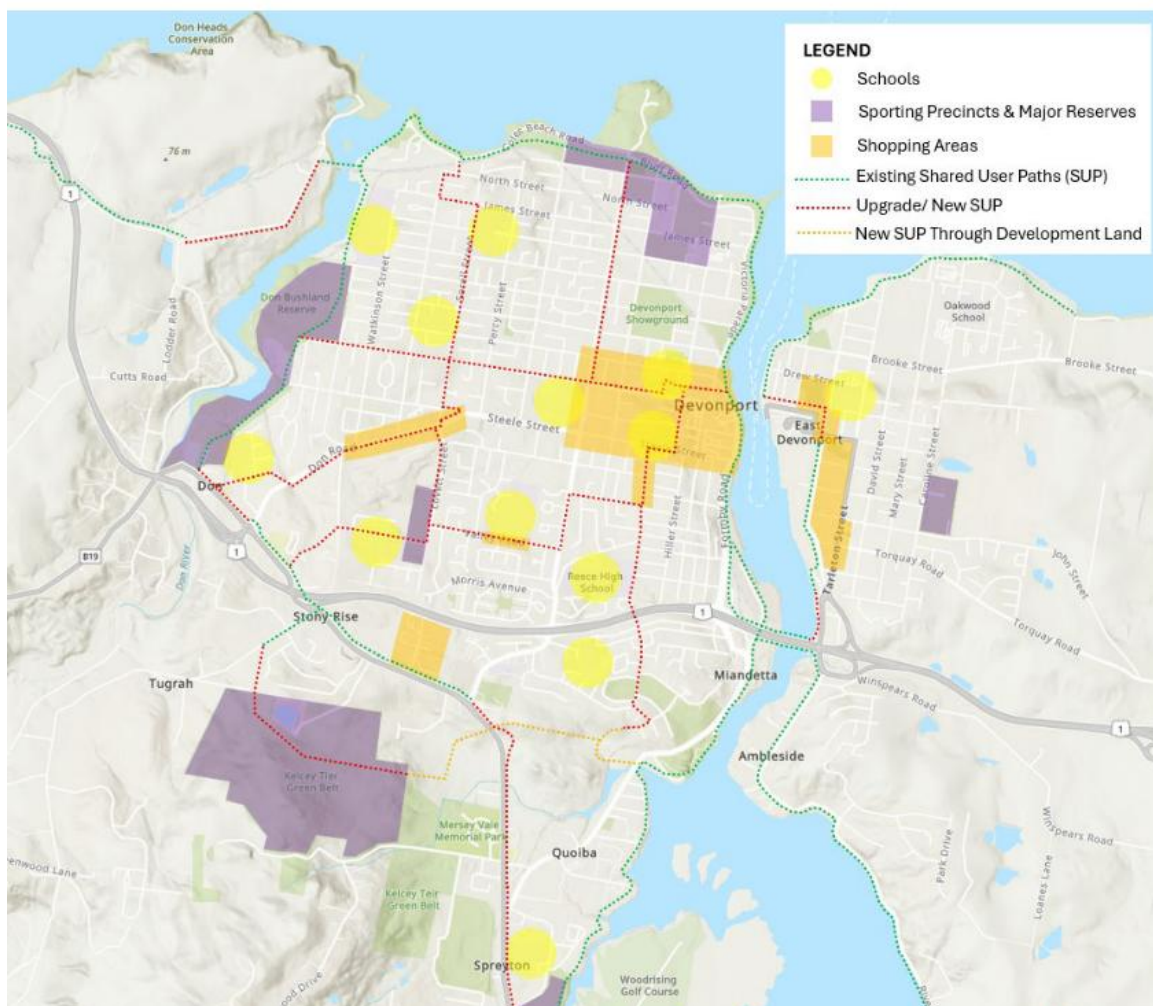
These outcomes can contribute to both a functional road network long term and to a reduction in the carbon footprint of Devonport. There are multiple avenues available for Council to pursue the objective of increasing sustainable transport, including:

- Active transport: facilitating an increase in active transport trips provides a range of benefits for Council and for the community. Council can contribute to an increase in active transport trips by providing safe and connected routes and facilities. East Devonport, Spreyton and the CBD have been identified as priority areas. An increase in active transport to and from schools and sporting precincts can also have beneficial road safety outcomes
- Management of parking supply: The management of the supply of parking is a tool that Council can use to encourage other modes of transport. With very high utilisation of existing parking, workers and visitors to the CBD may choose other options. However, this is a very fine balance and relies on other alternatives being viewed favourably.
- Public Transport: public transport is very efficient in terms of use of road space as well as in terms of carbon emissions. The Devonport public transport system utilisation is low, so Council's actions should include measures to support the increased combination of public transport and shared user path utilisation for long and short travel options.

A great example of a standard Road-Side Path (RSP) upgraded to a Shared User Path (SUP) higher standard along River Road in Ambleside (pictured) has observed an increase in use for commuting and recreational activities. It is proposed that this standard be considered and incorporated along the street network where there is a trending increase in commuter and recreational activity.



The following map shows the proposed street routes for upgrade to SUP standard based on the Strava data use, type of street and space available to achieve, topography and suitability for wide range of user ability, and most direct links between points of interest.



The following table captures the proposed new/ upgrade SUP network upgrade priorities throughout Devonport.

Major Project Priorities		
Priority	Project	Description
1	Tarleton Street	Reg Hope Park to Wright St
2	Stony Rise Road	Link Quoiba & Spreyton into the Stony Rise Homemaker Centre
3	Best Street	Link the CBD direct path to Devonport High & Nixon St Schools and through to the Aquatic Centre and SUP
4	Wright Street	Through East Devonport Village and link to Thomas St
5	William Street	Link the Fourways CBD to the Devonport Sporting Precinct and Coastal Pathway
6	Don Road	Link Don Railway and SUP through past Devonport Christian School and into Don Road commercial area.
7	Sorell Street	Link St Brendan Shaw & Nixon Street Schools to the Coastal Pathway and Don Rd commercial area
8	Fenton Street	CBD link into Forbes St area
9	Forbes St, Charles Street, Valley Road, Lovett Street, Lawrence Drive	Link Forbes Street Commercial area into through Valley Rd, Soccer Complex, Hillcrest School and to Stony Rise.
10	Berrigan Road	Link Forbes St to Beaumont Drive
11	Tugrah Rd & Kelcey Tier Reserve	Link Stony Rise through the Reserve to Quoiba. Dependant on the development of vacant land.
12	Stony Rise Rd to Beaumont St	Link Quoiba to Miandetta. Dependant on the development of vacant land.

There are quite a number of grant programs available to assist with funding active transport projects, with these major projects included in the Forward Capital Program and prioritised with grant opportunities.

Missing Links Program

The missing links program aims to fill in the minor gaps in the existing network for areas that should have means of path access to their property. An annual program to progressively complete these is determined based on assessment criteria to provide an unbiased means for allocating priority and benefit cost analysis.

Assessment is based on the degree to which a missing link is measured to areas of interest and the likely increase in its use in relation to the following consideration:

- Proximity to the area of interest
- Provides a direct route
- Path topography suitability
- Path design feasibility

The table below is the Criteria and description of how the is applied to a particular link.

Criteria	Description
Schools	Degree of residential link for children to walk to school
Shops/ Commercial	Degree of residential link for walking/ riding to shops and commercial areas.
Sporting Precincts	Degree of link for walking/ riding to sporting precincts.
Recreation Areas & Playgrounds	Degree of residential link for walking/ riding to shops and commercial areas.
Aged Care Facilities	Degree of link for walking/ riding (mobility devices) within proximity to the facility.
Tourist Links	Degree of path linkage between areas to facilitate commuting for tourists/ visitors and the community.
Likely Path Utilisation	Expected degree of path utilisation, using the road or park classification hierarchy as a guide.
Demand	Knowledge of community demand, using the customer request management system as a guide.

The proposed missing links program based on assessment for all High & Medium priorities is detailed in [Appendix 1](#).

Existing Path Road Crossings Assessment

Assess the existing path road crossings on high-use SUP's and consider treatments to improve the standard of access. Treatments such as changing the crossing location or narrowing the crossing distance across road lanes can substantially improve function and safety.

Review Priorities over time

Walking & Riding path utilisation will continue to change over time and priorities will need to be reviewed to ensure they remain reasonable to meet community expectations.

6. MONITORING, EVALUATION AND REVIEW

Council has an established method of reporting on progress of Strategic Actions annually. Improvements may be possible to provide more detailed and timely information to customers and the community in a way that demonstrates that progress is being made toward the identified strategic objectives.

7. ACTION PLAN

Action Plan

DEVONPORT WALKING & RIDING STRATEGY

N o	Action	Year Planned					Resources			
		2026/27	2027/28	2028/29	2029/30	2030/31	Priority H,M,L	A-OPEX F-OPEX F-CAPEX	Targets	Responsible Department
Objective 1: Improving Conditions										
1.1	Path Road Crossings are assessed and improved						H	F-CAPEX	Identify and upgrade path road crossings to improve safety, incorporate into Forward Capital Program.	Infrastructure
1.2	Define Devonport's Design Standards						M	A-OPEX	Develop and adopt Walking and Riding Infrastructure Design Manual	Infrastructure
1.3	Path Asset Proactive Maintenance Inspection Program Improvements						H	A-OPEX	Review and update the maintenance service levels and the inspection program	Infrastructure Works & Operations
1.4	Improve works system data capture and reporting						M	A-OPEX	Review and update the works system data to create an analytic dashboard	Infrastructure Works & Operations
1.5	Assess path hazards (eg. Wheelie bins) and consider improvements						M	F-CAPEX	Progressively identify and include treatments in Forward Capital Program	Infrastructure
Objective 2: Safely Sharing Roads, Paths and Reserves										
2.1	Improve Place & Movement Safety						H	A-OPEX	Plan and implement Place & Movement Safety Strategies	Infrastructure
2.2	Upgrade Path Etiquette Signage						H	F-CAPEX	Plan and implement path etiquette signage and place throughout the SUP network	Infrastructure Community Services
2.3	Define & implement No Riding Zones						H	A-OPEX	Plan, consult and implement No Riding Zones	Infrastructure Community Services
2.4	Create an Inviting Network						M	F-CAPEX	Build in Nature, signage and furniture are to be considered in projects on Active Transport corridors and walking precincts	Infrastructure Community Services

Attachment 5.5.1 Devonport Walking & Riding Strategy 2026-31

2. 5	Improve statistics on path utilisation and incidents						M	A-OPEX	Use technology to monitor and report on path utilisation and incidents	Infrastructure
Objective 3: Providing for What is Missing										
3. 1	Major project priorities are planned and delivered						H	F-CAPEX	Plan and progressively complete the major project priorities	Infrastructure
3. 2	Missing Links Program are planned and delivered						M	F-CAPEX	Complete the listed priority missing links in the path network	Infrastructure
3. 3	Assess existing path road crossing standards and locations for improvement						M	F-CAPEX	Assess and consider treatments for improved access standards	Infrastructure
3. 4	Review Walking & Riding path utilisation and refine priorities						L	A-OPEX	Monitor utilisation and update project priority lists	Infrastructure

8. APPENDIX 1 – MISSING LINKS ANNUAL CAPITAL PROGRAM

Missing Links Annual Capital Program			
Project	Length	Strategy Year	Financial Year
James St - Coastal Pathway Link to North Fenton St	130	1	2027
Victoria Parade - Gloucester Ave to Coastal Pathway	50	1	2027
Church St - Brooke St to Foreshore	70	1	2027
East Devonport Rec Centre link to Caroline St	80	1	2027
Jiloa Way - Don Reserve Link	60	1	2027
Richardson Dve - Forth Rd to Rec Ground	80	2	2028
Hillcrest Rd - Don Rd to 24	120	2	2028
Stony Rise Rd - Durkins Rd to Ferguson Dve	100	2	2028
James St - 177 to 181 James St	50	2	2028
Watkinson St - Upper George St to 132	75	2	2028
Torquay Rd - Tarleton Rd to Wright St	100	3	2029
Watkinson St - Best St to Oldaker St	60	3	2029
Victoria Parade - George St to Coastal Pathway	35	3	2029
Elizabeth St - Forbes St to Hiller St	60	3	2029
James St - William St to Soutar St	90	3	2029
Nicholls St - North Fenton St to Railway Crossing	120	3	2029
Durkins Rd - Stony Rise Rd to Massey Pl	120	4	2030
River Rd - Winspears Rd to Bridge Rd	100	4	2030
Durkins Rd - Massey Pl to Racecourse Rd	120	4	2030
Thomas St - Caroline St to Winspear Pl	60	4	2030
Watkinson - Parker St Crossing	40	4	2030
Surrey St - Parker St to Pengali Pl	80	5	2031
Surrey St - Pengali Pl to Madden St	80	5	2031
Best St - Watkinson St to Surrey St	130	5	2031
North St - Percy St to 98 North St	100	5	2031
Chettle St - Forbes St to Wayne St	130	5	2031
Watkinson St - Oldaker St to Donview Ct	120	5	2031

Walking and Riding Strategy 2026-2031
Strategy Consultation - May 2026
Summary of Key Themes

OVERVIEW		
Total Submissions	33 unique submissions (individuals + 2 groups)	
Groups Consulted	Access & Inclusion Working Group, Devonport Youth Advisory Group (DEVYAG)	
COMMON THEMES	DESCRIPTION	# SUBMISSIONS
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	# SUBMISSIONS
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

Consultation Submission Detail

Name	Locality	Detail
Brendan Stark		The purpose of my submission is to present an argument in favour of separate cycling lanes as compared to the proposed Shared User Paths (SUPs), particularly on Mersey Main Road which I ride frequently both recreationally and as a commuter. I regularly commute by bicycle via Ambleside and choose not to use the SUP for a number of reasons: 1. The path is not flat/smooth. The abrupt rises and falls for crossovers are like riding over continuous speed bumps. This is particularly relevant in the context of increasing 25kph e-mobility vehicles. 2. Due to fences and vegetation, emerging vehicles cannot see SUP users to give way until they are across the path. Because of this, I have personally had to emergency brake to avoid emerging cars on two occasions and am aware of two actual collisions occurring in the same way. 3. Motorists do not know how to interact with riders, the right of way is not understood, unlike when a cycle lane exists. 4. Motorists are further enraged by riders who choose the safer option of not using the SUP. "The path is right there, why aren't you using it?" 5. The SUP narrows the roadway, reducing the gap between motorists and riders, further endangering riders who choose to avoid the SUP. 6. A SUP increases the interaction frequency between pedestrians and high speed (~25kph) riders. This is already a problem (per the Draft Walking and Riding Strategy). 7. The cost of SUP installation exceeds that of a painted cycling lane on roads with existing footpaths, spend those funds on expanding the cycle lane. 8. Obstacles. There are frequently poles, vehicles, wheelie bins, signs etc obstructing the path. Referring to Page 22, section 5.3 of the DWRS 26-31, an Upgrade/New SUP is proposed for Mersey Main Road in Quoiba/Spreyton. The existing road is wide with minimal utilisation of on-street parking, has countless businesses and one school entering the road directly. It would be a great shame for a SUP similar to Ambleside to be installed in this area. It would be unsuitable for commuting and recreational riders and e-riders for all of the reasons stated above but to a much greater extent. A superior approach for this area (Mersey Main Road) would be refurbishment of the footpaths, removal of on-street parking in narrow sections, reduction of the speed limit from 60kph to 50kph* and installation of cycling lanes on both sides of the road. Given the
Ms. Cathran Bowyer	Devonport	Shared pathways need a dividing line for walking and cycling. At present they are not adequate for 2 people walking side by side and cyclists passing at high speed. It is very dangerous for the elderly, disabled or people with children to be using the shared pathways. Some using electric bikes and scooters are passing virtually silently at high speeds terrifying walkers especially with dogs, children and the elderly using shared pathways. The frequently used zig zag track from Sorell St to North Street is in a state of dire neglect. The pathway is constantly covered in decaying leaf litter. It is a breeding ground for noxious weeds and the old pine trees are dying. This could be a safe and pleasant track if it was realigned to make for easier going and planted with suitable natives. The proposed walking route down and back up James Street is far too steep for most older users whereas a better zig zag track with resting benches to take a breath and take in the wonderful views would be a far safer and more pleasant option to access Coles Beach. The Zig Zag track is used all day every day by young and old, school groups, elderly dog walkers, elderly walkers, runners etc. The current signage saying "dangerous pathway" is just not good enough, it needs serious maintenance. Closing it would be a great loss to the community. Thank you for the opportunity to comment, I would like to commend Council on the wonderful interconnected pathways and beautiful open spaces within the municipality.
Mr. Benoit Marchand	Devonport	my last input for today! i leave forbes street when i ride a loop around Devonport for exercise. i head down towards horsehead creek. a link in gravel is needed between horsehead creek RV camp- a crossing over the road and along the power line heading up the hill. it loosely heads towards Devonfield roundabout. corner of Middle road and stoney rise. i do know where to go as i am a local. i follow large power lines that lead up the hill. just needs to be cleaned up a bit. finally as i climb three quarter of the way up, behind the old abatoirs ruins, i can see Stony Rise road on my left. there is a very steep track down into Stony rise to use if heading down towards Spreyton. only good for experienced riders. this would complete the loops around Devonport. happy to show someone on the bike one day. you just have to ask me.
Mr. Benoit Marchand	Devonport	Kelcey tier track system is great. i have used it from 30 years. so many track available. such an undervalued asset. if we only improved on signage(Kelcey Tier as a mountain biking destination), track information with grading and difficulty like Wild mersey. it is right on devonport's door steps and so under utilised as a tourist destination/activity. tracks are good. marketing is poor and non-existent. Tugrah road entry point is what i use all the time. looks like a fire trail entrance. more parking along one side passed the gate would attract more riders. another entry point could be in the new industrial drive being developed on the north side of the Mersey vale memorial park/cemetery. this industrial drive is right on the eastern edge of Kelcey tier belt. it is a great area to explore and enter the Kelcey tier range and head west towards Tugrah road.
Mr. Benoit Marchand	Devonport	connections between existing sections: As you come out of the cycleway from the cemetery on stoney rise heading west bound towards don road, there needs to be a link between the large roundabout outside Tyre solutions and the don cycle track just up from the don railway. i estimate this link to be around 600 metre long. this missing link section would tie in the track from Middle road(where it starts) all the way to Don river railway. from there on, we have multiple choices of path to take.
Mr. David Littler	Devonport	I agree with the proposed plans to upgrade the cycling network. I cycle from my home in Percy Street to Tafe in Valley Road on a regular basis. Crossing Steele Street is the most difficult and dangerous part of my journey to work. Having designated cycle paths and crossings will make cycling around town more appealing to a greater number of users.

Mr. Grant McCormack	Devonport	More water stations along the existing paths, similar to the one at Coles Beach. Main areas requiring water fountains would be the path to Latrobe, along the path at Pardoe, on the new path at Spreyton/Quoiba and one near the Don River railway or on the path to Tugrah. Need to continue the path from Pardoe all the way to Hawley.
Mr. Steve Powell	Latrobe	I've read with great interest your Draft Walking and Riding Strategy 2026-2031. I am a runner and avid road cyclist. I moved to Latrobe due to the amazing infrastructure that links Latrobe to Devonport and beyond. We moved from Launceston where there has been minimal investment in sealed, hard stand cycling and walking infrastructure. Yours and other councils in the area should be commended for the infrastructure you've been able to implement. I know of others who have moved here because of it. I appreciate I don't live within the Devonport City Council boundary but I certainly live adjacent to it and find myself in Devonport a lot. As I walk, run, cycle and drive around Devonport with a relatively fresh set of eyes (we moved to Latrobe in May 2025) I am noticing many interactions with traffic that should be addressed through this plan. I've listed a few below: - Stoney Rise Retail Development This seems to be an area that has grown larger/busier than was planned and is almost 100% car dominated. The shopping precinct that has begun construction will only exacerbate this. There is next to no separation of cycling infrastructure in this area and given it will be mixed use (restaurants etc), the ability to ride there safely should be a focus of this plan given the growth in the area that will result. I haven't read the DA for the development but non-car transport infrastructure should've been a key element of its approval given the area is already choked with cars. - Mersey Main Rd Your Strava data raises an interesting issue. Mersey Main Rd is popular with cyclists out of necessity, not enjoyment. It is a very busy narrow road with minimal separation or demarcation for cyclists. This becomes much worse on the Latrobe Council controlled areas of the road but consideration should be given to formalising the shared nature of this road given the objective data you have there from Strava. Recreational cyclists often ride in loops. You'll see this in many cities. This is finished at a cafe at a central spot. Mersey Main Rd is ridden as part of a loop that connects with the picturesque River Rd on the eastern side of the Mersey River. Mersey Main Rd is therefore an inconvenient unsafe right of passage to get to River Road rather than a safe introduction to the river ride. Riders often stop in the CBD at a cafe, supporting local businesses. If Mersey Main Rd was safer, more riders would use it, thus supporting more Devonport CBD cafes. - ParkRun - I didn't see any mention of Mersey Bluff ParkRun in your report. Given its popularity there is probably need to look at path widths to support this important, regular community event. - Access to local points of interest - Your draft plan is understandably focussed on getting people to the city and to important points of interest. But consideration should also be given to local points of interest that are not in the city centre Footpath on western side of Nixon Street from Westbury Place to Coles Beach Footpath on western side of Nixon Street from Westbury Place to Coles Beach I support the Strategy's focus on safety and the safe sharing of roads. However, River Road highlights a concern with how these principles are being applied. The recent upgrade has resulted in an approx. 8.5m road width, with parking occurring on both sides, four bus stops, increased pedestrian use from new footpaths, and cyclists also using the road. This is creating a high-conflict environment where vehicles struggle to pass, drivers are forced into opposing lanes, and buses stopping further restrict movement, particularly during busy periods. This appears inconsistent with the Strategy's objective of reducing conflict and ensuring infrastructure is fit for purpose. River Road is a good example of where stronger alignment between Strategy and on-ground design is needed.
Gaye Smith Mr. Denis Smith Mr. John Alexiou	Devonport Devonport Ambleside	
Mrs. Rach Denholm		I haven't read the strategy in its entirety but I would like to congratulate council on this initiative. Last week I rode Turners Beach to Wynyard (yeah, I know its not Devonport) but I've also ridden around there in the past. The standard of cycle paths and access to linked, off road trails, is outstanding for Tassie. Im in Launceston municipality, which is a poor contrast. The Northwest coast attracts cyclists from around Tas due to the safe pathways. Last week we encountered dozens of people exercising in the fresh air, chatting, and socialising. People from all age groups and varying demographics, including prams, balance bikes, a mobility scooter, and a very elderly person using a walking frame. These people were smiling and greeting us as we passed by, and I can only say our lives are improved from this experience. Safe outdoor spaces are the answer to an active community. The Northwest Coast and Break O' Day councils are leaders in this area.
Mrs. Dianne Loone	Devonport	1: path beside pool down to the bridge, is very steep, for walking and also riding....it is such a beautiful walk out around there, but the steepness is a worry for older people...would like to see a more gradual path so it is possible to walk or ride all the way around this path....whether it is a small zig-zag path or something else....a lot of people do walk dogs, ride and stroll this path.....2: the path from the veterans bbq, to the boat ramp needs to be repaired and maybe widened because of the volume of people using it everyday....it is a wonderful path to enjoy what Devonport has to offer... 3: I would love to Spreyton bike track to be taken all the way to Latrobe and join up with the River Road track, so we could ride all the way around....4: As a retired person I enjoy riding everyday around Devonport, for mental and physical enjoyment everyday I am able to....i get to meet so many people riding and walking and quite often having a hat as well.....sometimes they are locals and sometimes tourists which helps to promote a friendly atmosphere. Thank you for the bike/ walking tracks around Devonport and hope you will increase the paths even more...
Mrs. Jennifer Read	East Devonport	The strategy has to include better awareness and signage and policing of illegal dirt bike riders that currently plague our walkways already.
Mrs. Rosalie Kelly	Devonport	I love the tracks around Devonport, my favourite is the track between The Bluff and Don. I enjoy running early in the morning and would like improved lighting on the track between the Devonport Boat Ramp and The Bluff. We are very lucky in Devonport to have such a great network of running/cycling tracks.
Mrs. Courtney Butler		The walking tracks between Latrobe and Ulverstone, especially those surrounding public spaces such as the Bluff and Bells Parade, need more lighting for night time access. It is such a beautiful spot across the coast and as a frequent user of these spaces it is shame to feel a little uneasy using these areas on dusk due to poor lighting.

Mr. Jordan Burton Ms. Ann Scott	Ambleside Devonport	More lighting on walking tracks The draft strategy for 2026-2031 seems to be a sensible and comprehensive approach to walking and riding needs. The improvements that have been made to date, show that this line of progress assists walkers and riders to share pathways more easily. Future widening of older pathways, such as that along Victoria Pde to the Bluff, would really benefit all users. I am pleased to see there is some provision to consider pathways that are prioritized as walking precincts. Even though cyclists are now becoming more attuned to warning walkers of their approach, it would be nice to have designated areas for walking only. Another consideration, is the need for a few pathways to remain un-sealed. Well kept gravel or sawdust paths are much less taxing on the body. They act as shock absorbers for the walker, easing stress and fatigue on joints and muscles. It would be beneficial to keep these pathways cyclist free as this would reduce the wear and tear on the track surface. There are plenty of other pathways to accommodate riders, including nearby, specialized BMX trails for those looking for dirt surfaces. The addition of rubbish bins to the Don Loop track would help reduce the amount of dog faeces left on the edges of the pathway. Currently bins are located at the Aquatic Centre and not again until Dell Luck Park. Suggestions for two other placements - the track at end of the Erskine Way link, and at the seat off Waverly Rd, leading to the Sawdust bridge. Council pick-up would be easy from both these sites. Finishing the minor missing links (p.18) will unify the network nicely. The idea of tree canopy (p21), is excellent, as long as there is diligent monitoring of tree root growth that may disturb pathway surfaces. Having been the victim of a fall due to tree root disruption on a pathway in East Devonport, I can attest to the risks these produce.
Miss Sarah Ford	Devonport	As someone who regularly walks, runs, and cycles for fitness and commuting in Devonport, I appreciate the planning going into the draft strategy. One thing I think would be great is somewhere for the non-leisurely paced road cyclists to ride. I used to live in Launceston and had access to relatively safe and comfortable roads to cycle on, but I find I don't feel safe at all riding the roads here. And it isn't appropriate to be riding at any sort of speed on most of the shared paths (although we really are spoiled having access to so much off road pathway!). I recently rode both the Belmont Criterium Track in Geelong, and the Luke Harrop Cycle Circuit in the Gold Coast, and think building something similar here would be an amazing resource.
Ms. Kelly Rowell	Tugrah	Hi, I think a distinguishable bike path from the Country Club golf club onwards through Mersey Main Rd to Latrobe is needed - this piece of road is very dangerous on a bike. This would also provide a great two way cycling link from Devonport to Latrobe.
Mr. Mathew Aaberg	Devonport	I have given the plan a read over I like almost everything except the banning of bikes/scooters in 4-ways (William Street) It is a major thru-way to the bluff. Simply put nobody is going to comply with this rule, you have tried to fence a desire line and it wont work. I recommend instead creating a mobility device specific lane on one side or the other either on footpath or removing some street parking (not a huge issue as there is a lot behind the arcade). It can be done in such a way that bikes/scooters can have thru access without disrupting pedestrian access just with some curb/height variance or a low fence assisted by aggressive speed bumps, you get ped and bike access and all at safe speeds.
Mrs. Rebecca Coleman	Ambleside	Would very much appreciate line markings to be completed along River Road, Ambleside. Since the pathway upgrade and blacking out previous lines, it has created parking/driving/cycling bedlam.
Mrs. ANITA Dixon	Devonport	I wonderful to see such progressive ideas for our city I do note on page 22 I quote a great example of a standard road -side path upgraded to a shared user path. Along River rd Ambleside. The problem is that no consideration was given to cars, trucks or buses using that section of River Rd Cyclist refuse to use the path travel on river Rd 3 and 4 side by side it impossible to navigate with cars parked on the side of the road, cars have to stop and allow oncoming traffic around the corners as there are double white lines cars are forced to stay behind cyclists as they will not go on path or form single file the new sub-division at Ambleside place end as homes being build is becoming a black spot there will be head on there as the traffic increase you only have to speak to the locals The path is wonderful but scooters, cyclist seem to ignore it travel along river Rd daily and more are using the road instead of the path
Ms. Judith Richardson	East Devonport	East Devonport. Heritage trail is very popular with tourists and locals, but needs updating on Pardoe Esplanade as rd not sealed, which is dangerous because of cars, loose rocks etc
Mr. Scott Malcolm	Devonport	I think it's great to have such a strategy. I would suggest that using James Street as part of the strategy be re-thought as it's quite a steep hill and that Upper George Street would be a better route or Nixon Street instead of Sorell Street as Nixon Street is flatter than Sorell Street.
Mrs. Kerrie Burt	East Devonport	Please complete Bike Track at End of Caroline St East Devonport as there is section of Bits of bitmen , gravel and potholes, dangerous as having to ride on road as no track at all in this section... Someone from council should come riding with us one morning plus they can see the Dog Hazards that we have run the gauntlet to get through, as these Old Men think they are above Dog laws on Walking/ bike track. Happy to escort someone one morning.
Mr. Brock Hollpwy	Devonport	Stick to left path signage; More lighting; Fix imperfections in path

Mr. Ben Brockman	Latrobe	For context, I'm a local Exercise Physiologist and parkrun Event Director. I have little to add to this detailed report but have some brief comments. I'm more than happy to discuss anything further if required. Recent additions and upgrades to the network should be commended, including crossing in the Bluff precinct and pathways in Spreyton/Quoiba, Coles Beach, Tugrah. I'm pleased to see Strava heatmap data being used to inform decision making. My concern is that much of the data lacks context and high use doesn't mean safe or appropriate infrastructure. For instance, high use along North St between William and Clements St is from runners running along the road. I would suggest a SUP or RSP would be appropriate along this stretch, especially with parking around Meercroft aged care increasing and with the stadium development. I am encouraged to see William St listed as a potential SUP. As above, the Meercroft park side of William St is heavily used by runners and can be quite dangerous in dark conditions and when the angle parking is being used for sporting activity at the park. The list of proposed SUP and missing link upgrades appears excellent. Is there any consideration to a SUP or RSP to the bluff lighthouse on the road side, completing a loop with the existing path? Are the plans (or does it already exist) for a detailed walking/running/riding map to be used by tourists and locals? The pathway network as it stands is genuinely outstanding and I feel that improved resources to improve use will assist with moving towards a more active and healthier community with reduced car usage. Upgrades to the new crossings at Haines park seem to have improved driver behavior, I have personally had less close calls with vehicles since the crossings have been adjusted.
Mr. Buz Green	Devonport	I suggest an extension to the current pathway from the Bluff Beach to the Lighthouse so that it connects back to the junction of William Street and Coles Beach Road.
Helen Plaister	Devonport	Love the fact that you are linking pathways to schools. More active transport strategy's we can put in place the better. Change habits by getting people out of cars and walking and riding leads to a much healthier environment. This council with Randal was a leader in the coastal pathway and as soon as you find his replacement I would love to have his/her contact details as I represent Safer Roadsfor Cyclists Inc.
Alison Horch	Burnie	I am not a resident but I do ride often in that area. I am also Chair of Safer Roads for Cyclists, a northwest incorporated body. I believe that you have the priority for the projects right. Devonport has some great infrastructure but it does need connections between paths so that their use is maximised. I like the idea of widened footpaths as its a less expensive option and manoeuvring around bins and poles is tricky. The recently completed work at Ambleside is greatly appreciated. The pathway from the Bluff along Victoria Parade is somewhat dangerous as there are so many users: evidence of its success! Thank you so much for your vision with active transport.
Luna-Maxwell Olding	Mataranka NT	I welcome the development of walking and cycling infrastructure within the City of Devonport, as it is crucial to mitigate the negative effects of car dependency. however, I am concerned about the design standards of the Shared User Paths, Road-Side Paths, and Park & Reserve Paths. There is little detail about standards such as the width, and surface material. If the council is to focus its efforts on Multi-Use Paths, as opposed to dedicated cycling infrastructure that is separate from walking infrastructure, it must ensure that the design standards are adequate. The closest equivalent to the Definitions proposed by the council in the Tasmanian Cycling Infrastructure Design Guide would be the "4.3.8 Off road path - shared path", which specifies a preferred width: 4m+, a minimum width of 2.5m (for short sections only), suitable crossing treatments where off-road path crosses road, and smooth surfacing. I hope that the council uses standards that are congruent with the state level design guides, to ensure the infrastructure built will be safe and effective
Bronwyn Doolan	Devonport TAS	Congratulations on the work so far done on our pathways. They are all well used and enjoyed by locals and visitors. Some suggestions: - extend the pathway from the Homemaker Centre down to join the Spreyton or Quoiba pathways. - gravel the track from Kelsey Tier through to Durkin's Road and signpost. - add more signage at strategic points for users coming along the pathways from Ulverstone, Latrobe and Spreyton. - ensure signage includes a reminder about keeping to the left and keeping dogs under control
Access & Inclusion Working Group	Devonport	Safety Unsafe road crossings Un-intentional high-speed roads (e.g. Nixon Street) Limited crossing points Quiet electric vehicles difficult to hear Poor lighting Foreshore areas (near toilets) Bluff walkway and tree-lined areas Footpath hazards People forced to walk on roads due to: lack of footpaths uneven surfaces Increased risk for people with: vision impairment mobility aids Traffic behaviour Drivers not consistently stopping at crossings Confusion around raised ("wombat") crossings for pedestrians and drivers What helps safety Good lighting upgrades (noted positively in some areas) Continuous paths without needing to cross roads multiple times eg: Tugrah Road Tactile indicators Barriers & Pain Points

		Uneven and sloped paths Driveways creating difficult gradients for wheelchairs/scooters, particularly along Middle Road corridor and Quoiba area Blocked or obstructed footpaths Wheelie bins Overgrown vegetation eg: Pathway from Bluff to Lighthouse Lack of accessible infrastructure Missing kerb ramps Poor-quality or inconsistent kerb ramps ie: older kerbs can be inaccessible Not always meeting practical usability needs beyond Australian Standards/minimum standards Tactile indicator gaps Limited routes for people with vision impairment Some areas only have one safe navigable route Required in areas where paths cross rail lines Shared path conflicts Fast bikes and e-scooters creating safety concerns Particularly for hearing/vision-impaired users
		Missing Links Nixon Street Need footpaths on both sides Pedestrians have difficulty crossing steep road safely due to visibility and speed of traffic Tugrah Street / Stony Rise corridor Footpaths stop and start Requires multiple crossings to continue journey Don Road Footpath is absent between #125–133 Don Road, creating a gap that pushes pedestrians onto the roadway. Obstacles (a large State Govt sign, advertising boards, illegally parked cars) block this area Greenway Ave Footpath missing in areas Traffic pedestrian island near Wirreecoo Ave, does not have pathway on either sides of the road, and does not connect to kerb ramp. Spreyton / Stony Rise growth areas Increasing population but limited connections Key future priority region Centrelink (Four Ways) to CBD Only one accessible route with tactile indicators Requires multiple crossings for safe travel
Devonport Youth Advisory Group (DEVYAG)	Devonport	Making Paths More Inviting Lighting improvements Consistent lighting along full routes (not partial sections) Seating and rest areas Rest points important for: older residents mobility-impaired users Shade and tree cover Links to "Build Nature In" strategy Improve comfort for walking long distances Wayfinding and signage Clear, accessible maps and directional signage. Signage for the lifts for the elevated walkway. Novotel side is often not seen by those in need. Maintenance Regular monitoring of: footpath condition vegetation Educate community on benefits of reporting issues Wider crossings and refuge islands Especially for prams, wheelchairs, scooters and support people/animals
		Safety Safety at night in Rooke St mall and surrounding areas, DEVYAG said they didn't like walking around this area due to fights and lack of lighting in areas. Limited crossing points available on Don Road and crossing using traffic lights or clear footpaths still feel unsafe as drivers speed on this road. The road behind the Bluff car park is unsafe to cross due to speeding traffic, the speed bumps already in place slow drivers down but they do not look out for pedestrians. Extra education and awareness was suggested. Additional education was suggested to support users on shared pathways to remain aware of their surroundings and other device users. E.g. pedestrians should be aware of cyclists and e-scooter riders. In particular E-scooter users have less flexibility to go 'off path' compared to traditional cyclists. Shared paths should have clear markers such as signs and painted directions on the path in high usage path areas to inform users to stick to the left, especially for young children learning and community members from different cultural backgrounds.

Reviewing the middle road bridge over the Bass highway as members feel unsafe due to the speed of traffic. The crossing points at entry and exit to the highway could use traffic intervention to support pedestrian and cyclist safety. Members also advised that this is an area many Reece Highschool students frequent on their way home from school. Adding a tunnel or separate pedestrian bridge was suggested. it is not clear to drivers or E-scooter user whether they are legally supposed to ride on the road and what speed limitations exist. Members suggested further education an awareness on this topic.

Missing Links

Members mentioned that the Homemaker Centre is missing central pathways and crossings for riders and walkers making the centre difficult to enjoy. Pathways around the perimeter of the centre have a high traffic (pedestrians) at certain times or shop merchandise making it difficult to ride devices on the shared path. Having no central pathways or clear crossing also means increased risk or going around the perimeter to reach a shop on the other side.

During low light times of the day members reported that they prefer to ride rather than walk as travelling faster gives them a sense of safety. In particular they preferred electric devices as these travel at a greater speed compared to a regular scooter or bike.

Areas with minimal or no lighting was raised as an issue. Members parental guardians do not allow them to walk home or hang out outside with peers during low light times of day as the neighbourhood route taken to travel home tends to have minimal or no lighting.

Members suggested in areas with high usage to add more bike lanes or wider paths. Specific areas raised; Waterfront, Coles beach road and Don walking track.

DEVYAG advised the Don reserve pathway behind DON college is very narrow, not well lit and has many desire paths. Members said that the lack of lights may deter people from walking during low light times of day due to safety concerns. They also raised that the desire paths near DON college are used often by students and are unsafe due to tripping hazards from tree roots and the uneven surface.

Making Paths More Inviting

E-devices have a higher financial value than a traditional mode of transport, especially for a young person.

Members advised that when using e-devices there were not safe places to park. Storage locations do not have cameras or were out of site of the rider. The device not being in view was an issue as individuals are easily able to get past bike lock if desperate. Specific location mentioned was outside the paranapple centre. Members felt their device was safe when they visited Kmart as workers allowed them to bring it instore. DEVYAG suggested cameras facing device parking areas and signage advising of the presence of cameras could help deter individuals.



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Matthew Atkins
CEO
Devonport City Council
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DEVONPORT TAS 7310

Email: cjordan@devonport.tas.gov.au

Dear Mr Atkins

The 2026 local government ordinary elections

I am writing with some initial information regarding the conduct of the 2026 local government elections and the anticipated associated costs.

General election cost estimate

The average cost to councils for the 2022 ordinary local government elections was \$9.31 per elector. Individual council costs varied from \$8.08 to \$11.35 per elector depending on the number and complexity of the ballots being conducted and the participation rate.

In comparison to 2022, the 2026 local government election costs will see significant increases in some basic election costs, including doubling of the cost of postage. The best estimate at this point in time would be around a 25% increase to the 'per elector' cost. Councils will also need to factor in any enrolment increases within their municipal boundaries when considering the potential full cost for this election²⁵.

Amendments to current local government election legislation

As I am sure you are aware, one of the key Tasmanian Government planned reforms under the Local Government Priority Reform Program 2024-2026 was the creation of a standalone elections Bill, which would contain several significant reforms. In November 2025, the Office of Local Government published an exposure draft of the Local Government Electoral Bill 2025, with a consultation period concluding on 28 February 2026. The Tasmanian Government has confirmed that it will not be implementing any elements of its new, standalone electoral legislation ahead of the 2026 local government elections.

²⁵ Attachment A shows the current number of electors on the State Roll for each municipal area, compared to the State Roll totals at the 2022 elections.

That said, in March 2026, the Tasmanian Government also introduced the Local Government Amendment (Targeted Reform) Bill 2026, which included two key electoral changes that, pending Parliamentary approval, will be in place for these elections:

- a reduction in the total number of councillor positions across the state, reducing by 50 positions to 213; and
- a power for the Tasmanian Electoral Commission to approve alternative voting methods.

If this Bill is passed in its current form, all councils will elect either 7 or 9 councillors. Mayor and deputy mayor elections will not be affected.

The establishment of alternative voting methods legislation will provide the Tasmanian Electoral Commission with the power to improve voting access for electors based overseas or interstate during the election voting period and to enable electors who have a print disability to vote independently.

At the time of writing, the amendment Bill has passed the House of Assembly and been introduced into the Legislative Council.

The introduction of telephone assisted voting

The passing of the Local Government Amendment (Targeted Reform) Bill 2026 is expected to enable the introduction of a telephone assisted voting service. Similar to Tasmanian Parliamentary elections, the TEC is likely to make this service available for part of the voting period to electors who will be located outside Tasmania or who have a print disability.

While telephone voting is only expected to service a small number of the elector base, the voting process will take considerable time for some electors to complete and will be an additional cost to councils. Given that some councils could have four separate ballots (i.e. councillor, mayor, deputy mayor and an elector poll) and that some ballots will contain large fields (e.g. the 2022 Hobart City Council elections included 42 councillor candidates, 8 lord mayor candidates and 10 deputy lord mayor candidates) it is estimated that an elector may take up to 10-15 minutes to vote using this system²⁶.

If telephone assisted voting is in place for these elections, the TEC will not be providing 'in person' assisted voting services like those that were provided at the 2022 elections.

The non-voter process

Two months prior to the commencement of the 2022 local government elections, the Local Government Amendment (Elections) Bill 2022 passed the Tasmanian Parliament, which resulted in those and future local government elections being compulsory for all electors listed on the State roll. The statewide participation rate in 2022 was 84.79% - which was the highest local government elections participation rate in the country.

²⁶ Attachment B shows the breakdown of the number of electors from within each municipal area that used this service for the 2024 and 2025 State elections.

Due to the short notice, I took the view that it was in the public interest to only issue a warning letter to all electors from the State roll who did not vote in 2022. However, I will be undertaking full non-voter processes for the 2026 local government elections.

Electors who fail to vote must either pay the associated fine, provide evidence of when they voted or provide a sufficient reason for not voting. The current fine is \$41. If an elector does not respond to the non-voter process, the fine and infringement are passed on to the Monetary Penalty Enforcement Service (MPES).

Since 2022, the TEC has conducted nine local government by-elections (seven contested). For each contested by-election, non-voter processes were conducted. The cost for the non-voter process is directly offset by the payment of fines by electors during the process.

For the four non-voter processes undertaken during 2023 and 2024, all ran at a net loss of between \$600 – \$3,100, with councils being invoiced the residual cost. For the three non-voter processes undertaken in 2025, all ran at a net gain of between \$60 – \$1,500, which was passed on to councils.

Issuing and receiving postal votes at council offices

The 2022 election review conducted by the Office of Local Government highlighted concerns regarding the office disruption caused by the significant increase in issuing supplementary ballot paper packs and receiving completed postal votes, particularly in the last days of the voting period. The Commission acknowledges that compulsory voting had a major impact at some councils²⁷.

Therefore, the Commission is open to providing something similar to a pre-poll centre arrangement, staffed and resourced by the TEC, to undertake these processes on behalf of a council or a group of councils. Providing this service would be an additional cost for each council using the service. The costs could be mitigated if the centre is located on council premises where suitable.

Action Item: Please provide feedback by close of business Friday, 15 May to the email address office.ec@tec.tas.gov.au regarding whether your council would like to be involved in TEC resourced issuing centres.

Elector polls

If you are considering running an elector poll concurrently with your election this year, please reach out to the TEC via office.ec@tec.tas.gov.au to discuss potential arrangements as soon as possible. We will work with you to formulate the question(s) to be asked, the potential need to develop and present 'yes' and 'no' cases, and the additional costs to run this ballot alongside the standard ballots for mayor, deputy mayor and councillors.

²⁷ Attachment C details the number of votes issued and received by each council in the final days of the voting period.

TEC election bulletins and candidate handbook

The TEC will commence the issuing of general manager election information bulletins for the 2026 elections from mid-June. This will include guidance on preparing your general manager rolls for use in the elections.

The Commission also expects the candidate handbook for the 2026 local government elections to be published by mid-June.

We look forward to working with you and your council in the preparation and conduct of these elections.

Yours sincerely



Andrew Hawkey

Electoral Commissioner

7/05/2026

Attachment 6.3.2 Current & Previous Minutes - June Council Meeting

Current & Previous Minutes Resolutions - June 2026 Meeting - Ordinary Council Meeting					
Meeting Date	Res No.	Item	Status	Assignees	Action Taken
24/04/2023	23/78	Urban Art Free Wall	In progress	Creative Director	Currently developing guidelines
24/02/2025	25/22	Disposal of Public Land - 3-9 Mersey Main Road & part of 31-49 Mersey Main Road Spreyton	In progress	Executive Coordinator	DECYP notified of Council's approval to proceed to sale of land
23/06/2025	25/106	Proposed Amendment to Parking By-Law No.1 of 2023	In progress	Executive Coordinator	Consulting with solicitors regarding by-law related requirements
28/07/2025	24/131	Proposal for Flood & Swiftwater Rescue Base Facility - Surf Life Saving Tasmania	Awaiting external response	Executive Coordinator	Notified SLST of Council's support. Proceed to next steps with SLST and the Crown (Landowner)
24/11/2025	25/210	Notice of Motion - Request for Report - Future of the Devonport Wheelhouse - Cr P Hollister	Not yet started	Chief Executive Officer	
24/11/2025	25/211	Notice of Motion - Dame Enid Lyons Trust - Cr S Martin OAM	In progress	Executive Manager	Copy of resolution has been sent to each of the Trustees. Legal advice has been sought on behalf of the Trust
23/02/2026	26/25	Don River Railway Project Sponsorship	Awaiting external response	Executive Manager	Grant Funding submission lodged by Council, acting in the capacity of "Project Sponsor" and in support of the DRR Project. Awaiting further feedback on the grant assessment process
27/04/2026	26/56	Tasmanian Planning Scheme Local Provisions Schedule Review	In progress	Executive Manager	Letter sent to the Tasmanian Planning Commission requesting delay to the commencement of the review of the Schedule until after the proposed new Cradle Coast Regional Land Use Strategy is declared by the Minister for Housing & Planning
27/04/2026	26/57	Proposed closure of local highway - Section of road adjacent to 13A Collins Way Tugrah	In progress	Executive Coordinator	Steps required under section 14 of the Local Government (Highways) Act 198 2 are underway
25/05/2026	26/79	Major Travelling Exhibition 2027	Awaiting external response	Creative Director	Awaiting Agreement/Contract from Disney Archives. Expected by end of June 2026
25/05/2026	26/83	Tender Report CT0394 Kelcey Tier Road & Mersey Main Road Traffic Signals	In progress	Infrastructure Manager	Waiting confirmation of Black Spot Program funding increase from Federal Government
25/05/2026	26/84	Aquatic Centre - Replacement Pool Water Heating System	In progress	Infrastructure Manager	Negotiations underway with the commercial operator

**Minutes of the Planning Authority Committee of the Devonport City Council
held in the Aberdeen Room, Level 2, paranaple centre,137 Rooke Street, Devonport
on Monday 11 May 2026 commencing at 5:15 PM**

Present Cr A Jarman(Mayor) in the Chair
Cr S Sheehan
Cr G Enniss
Cr P Hollister
Cr L Murphy

Councillors in Attendance Cr J Wilczynski
Cr S Martin

Council Officers: Chief Executive Officer, M Atkins
Deputy Chief Executive Officer, J Griffith
Executive Manager, K Lunson
Executive Manager, M Skirving
Development Services Manager, K Stone
Planning & Regulatory Coordinator, Alex Mountney

Audio Recording: All persons in attendance were advised that it is Council policy to record Council meetings, in accordance with Council's Digital Recording Policy. The meeting was live streamed via YouTube.

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

An apology was received from Cr D Viney.

2 DECLARATIONS OF INTEREST

There were no Declarations of Interest.

Cr G Enniss joined the meeting at 5:18pm.

3 DEVELOPMENT REPORTS

3.1 PA2026.0045 - 36 WRENSWOOD DRIVE QUOIBA - RESIDENTIAL (OUTBUILDING)

PAC26/2 RESOLUTION

MOVED: Cr Hollister
 SECONDED: Cr Sheehan

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 PA2026.0045 and grant a Permit to use and develop land identified as 36 Wrenswood Drive, Quoiba for the following purposes:

- Residential (outbuilding)

Subject to the following conditions:

1. The Use and Development is to proceed generally in accordance with the submitted plans by Kerry Lamb, copies of which are attached and endorsed as documents forming part of this Planning Permit.
2. Stormwater disposal from the outbuilding is to be in accordance with the National Construction Code.

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 (if necessary) and provide the required notifications in accordance with the *Building Act 2016* prior to commencing building or plumbing work.

The Planning Authority notes that the applicant/landowner does not have a legal right of access over 40 Wrenswood Drive (CT 36296/1). Any formalisation of access would be subject to the agreement of the relevant landowner(s) and compliance with applicable legal requirements.

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*.

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

Enquiries regarding condition 1 and guidance notes be directed to Council's Development Services Department – Ph 6424 0511.

FOR: Cr Jarman, Cr Sheehan, Cr Enniss and Cr Hollister
 AGAINST: Cr Murphy

CARRIED 4 / 1

4 CLOSURE

There being no further business on the agenda the Mayor declared the meeting closed at 5:37pm.

Confirmed

Chairperson



Devonport City Council

FINANCE REPORT

YTD for the month ended May 2026

Contents:

Monthly Finance Report for Council

Financial Summary	1
Summarised Operating Report, including Financial Charts	2-3
Balance Sheet Report	4
Capital Expenditure Report (with Commitments)	5-7
Forecast Adjustments	8

The operating result for the financial year to the end of May 2026 is favourable, with actual revenue being higher than budget by \$4.44M 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 the share of profit of associates (Dulverton) of \$1.0M.

Rates & Service Charges - \$74K Favourable

The favourable variance is due to additional waste charges being raised in the annual rate run compared to budget. A forecast adjustment increase of \$85K has been made

Fees and User Charges - \$915K Favourable

The favourable variance includes income from fees for the sale of goods, facility hires, equipment hire, infringement and fines, waste management income, and development applications. A forecast adjustment increase of \$340K has been made.

Grants - Operating - \$1.59M Favourable

The favourable variance is due to higher quarterly payments being made for the Financial Assistance Grants than budgeted for.

Contributions - Operating - \$137K Favourable

The favourable variance is due to funds received for stormwater contribution and training incentives. A forecast adjustment increase of \$130K has been made

Dividend Income - \$82K favourable

Taswater Dividends are higher than budget. A forecast adjustment increase of \$109K has been made.

Interest Income - \$1M Favourable

The favourable variance is a result of funds on hand that are invested until expended on allocated capital projects. A forecast adjustment increase of \$750K has been made.

Tax Equivalent Payments - \$350K Favourable

The favourable variance is due to Dulverton tax equivalent payments being higher than budgeted for. A forecast adjustment increase of \$300K has been made.

Other Revenue - \$282K Favourable

The favourable variance relates to MPES recoveries being higher than budget and insurance claims being received though not budgeted for. A forecast adjustment increase of \$40K has been made

Capital Grants - \$7.84M Unfavourable

The unfavourable variance relates to the delay in capital works to the Indoor stadium, thus resulting in delays to the milestone payments of the grants

Employee Benefits - \$645K Favourable

The favourable timing variance is in relation to the temporary staff positions (in the recruitment process) than originally budgeted for, leading to lower wages and superannuation costs. A forecast adjustment decrease of \$300K has been made

Materials and Services - \$72K Favourable

The favourable variances includes internal disposal costs not included in the budget, though offset with savings in software licences and electricity bills not yet being received though budgeted for

Depreciation - \$753K Unfavourable

The unfavourable variance is due to changes in the useful lives of building assets, resulting in higher depreciation than originally budgeted. A forecast adjustment increase of \$730K has been made.

Financial Costs - \$38.9K Unfavourable

The unfavourable variance is due to a decrease in interest rates in the refinance compared to the budget calculations.

Levies & Taxes - \$127K Unfavourable

Leasehold recoveries not yet completed

Other Expenses - \$76K Favourable

The favourable variance is mostly due to the timing of grant payments and sponsorship of events.

Internal Charges and Recoveries - \$113K Favourable

Favourable in budget timing variances.

Balance Sheet

The balance of capital work in progress at the end of April is \$20.96M.

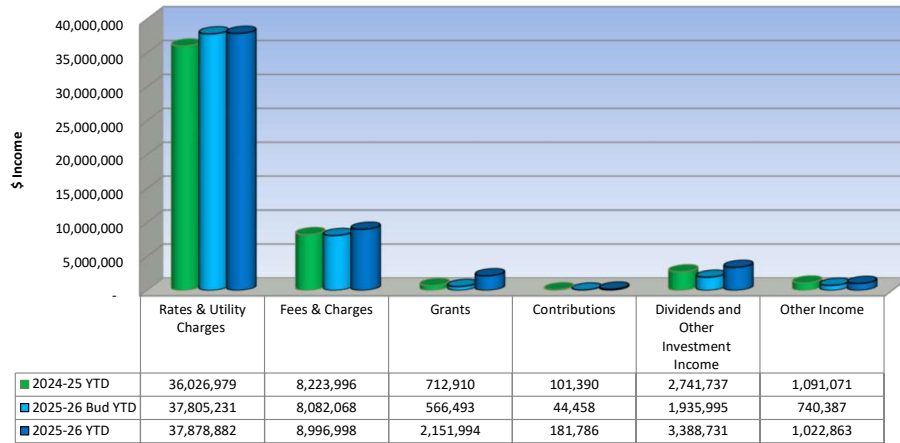
FINANCIAL SUMMARY					YTD to May 2026	
Operating Summary					YTD	
	Actual	Budget	Annual Budget	Current Forecast		
Revenue	53,621,253	49,174,632	54,699,587	56,553,788		
Expenditure	49,213,067	49,200,124	53,493,282	53,923,282		
Operating Position	4,408,187	(25,492)	1,206,305	2,630,506		
Capital Expenditure Summary						
	Actual \$'000	Annual Budget \$'000	Annual Forecast \$'000			
Capital Expenditure	19,951	62,878	36,602			
Cash Information					May 2026	June 2025
Operating Account (Reconciled balance)					3,323,317	2,624,802
Interest-Earning Deposits					37,723,173	44,967,116
					41,046,490	47,591,919
Debtor Information					May 2026	% of Annual Rates
	May 2026	June 2025	Rates Debtors			
Rates Debtors	975,539	1,192,695	2025/2026 - Current	601,307	1.6%	
Infringement Debtors	139,512	79,966	2024/2025 - 1 Year	229,071		
Sundry Debtors	11,534,165	1,415,833	2023/2024 - 2 Years	69,508		
Planning & Health Debtors	66,767	14,968	2022/2023 - 3 Years	26,468		
			Over 3 years	49,186		
	12,715,984	2,703,463		975,539		
Cash Investment Information						
	Actual Rate	Credit rating	Maximum Holding Allowed	Actual Holding % of total Cash	May 2026	
CBA Cash Deposits - At Call	4.35%	A1+ /AA-			7,721,875	
Westpac Online Saver At Call	4.70%	A1+ /AA-			5,001,298	
CBA Term Deposit - (3 months)	4.78%	A1+ /AA-			5,000,000	
		A1+	100%	43.18%	17,723,173	
CBA Term Deposit - (1 month)	4.61%	A-1/A+			10,000,000	
		A-1/A+	80%	24.36%	10,000,000	
MyState Term Deposit (6 months)	4.55%	A2/BBB+			10,000,000	
		A2-A3	40%	24.36%	10,000,000	
					37,723,173	
All cash investments are invested in compliance with Council's Investment Policy.						
Benchmarks: BBSW90 Day Index	4.46%					
RBA Cash Rate	4.35%					

Commentary

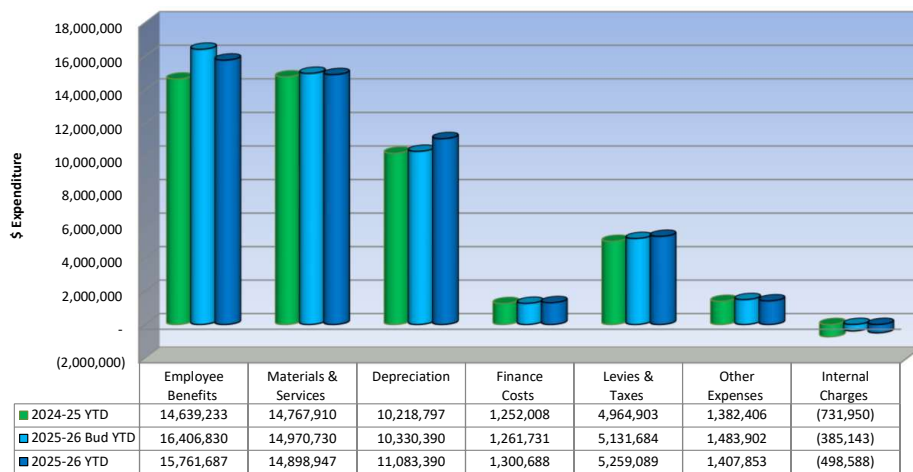
This report provides a high level summary of operational income and expenditure, capital expenditure and the cash and receivables position as at the date of the report.

SUMMARISED OPERATING REPORT					YTD to May 2026	
	Actual	Budget	YTD Variance		Full Budget	Forecast
			\$	%	2025-26	2025-26
INCOME						
Rates and Service Charges	37,878,882	37,805,231	73,651	0.2%	37,805,231	37,890,231
Fees and User Charges	8,996,998	8,082,068	914,930	11.3%	9,011,091	9,351,091
Grants - Operating	2,151,994	566,493	1,585,501	279.9%	3,406,799	3,406,800
Contributions - Operating	181,786	44,458	137,328	308.9%	48,500	178,500
Dividend Income	900,900	819,000	81,900	10.0%	1,310,400	1,419,600
Interest Income	1,928,224	907,500	1,020,724	112.5%	990,000	1,840,000
Tax Equivalent Payments	559,607	209,495	350,112	167.1%	279,326	579,326
Share of profit of associates	-	-	-	0.0%	1,021,000	1,021,000
Other Revenue	1,022,863	740,387	282,476	38.2%	827,240	867,240
TOTAL INCOME	53,621,253	49,174,632	4,446,622	9.0%	54,699,587	56,553,788
EXPENSES						
Employee Costs	15,761,687	16,406,830	645,142	3.9%	17,911,188	17,611,188
Materials and Services	14,898,947	14,970,730	71,783	0.5%	16,671,476	16,671,477
Depreciation	11,083,390	10,330,390	(752,999)	-7.3%	11,255,500	11,985,500
Financial Costs	1,300,688	1,261,731	(38,957)	-3.1%	1,429,121	1,429,121
Levies & Taxes	5,259,089	5,131,684	(127,405)	-2.5%	5,182,681	5,182,681
Other Expenses	1,407,853	1,483,902	76,049	5.1%	1,611,857	1,611,857
Internal Charges and Recov.	(498,588)	(385,143)	113,445	-29.5%	(568,541)	(568,541)
TOTAL EXPENSES	49,213,067	49,200,124	(12,943)	0.0%	53,493,282	53,923,282
NET OPERATING SURPLUS / (DEFICIT)	4,408,187	(25,492)	4,433,679	-17392.3%	1,206,305	2,630,506
CAPITAL ITEMS						
Grants - Capital	14,765,154	22,607,470	(7,842,316)	-34.7%	24,357,470	
Contributions - Capital	2,512,821	-	2,512,821	#DIV/0!	-	
Gain / Loss on Disposal of As:	(1,240,873)	-	(1,240,873)	#DIV/0!	-	
TOTAL CAPITAL ITEMS	16,037,102	22,607,470	(6,570,368)	-29.1%	24,357,470	
NET SURPLUS / (DEFICIT)	20,445,289	22,581,978	(2,136,689)	-9.5%	25,563,775	
Own Source Revenue:	95.6%	98.8%			93.7%	

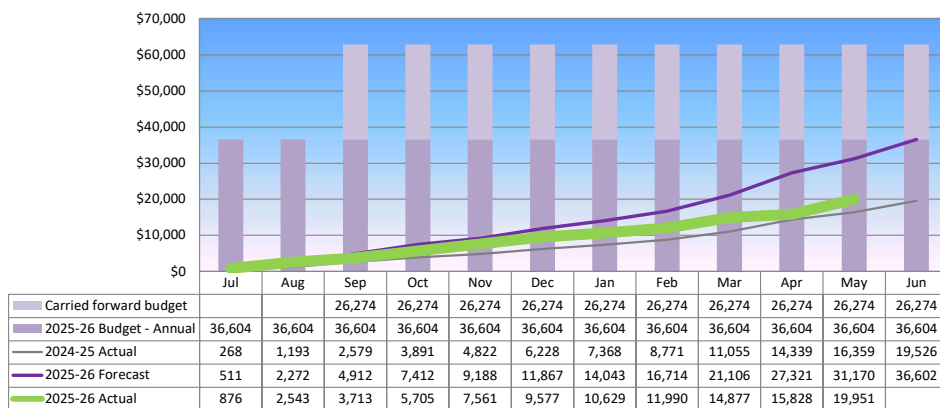
Income Analysis



Expenditure Analysis



Capital Expenditure - \$'000



BALANCE SHEET REPORT**As at May 2026**

	31 May 2026	30 Jun 2025
Current Assets		
Cash at Bank and On Hand	3,323,317	2,624,802
Trust Deposits	196,993	188,041
Cash Investments	37,723,173	44,967,116
Receivables - Rates and Utility Charges	975,539	1,192,695
Receivables - Infringements	(10,344)	79,966
Receivables - Sundry	11,684,021	1,415,833
Receivables - Planning & Health	66,767	14,968
Loans Receivable - Current	27,663	27,663
Accrued Revenue	262,827	371,810
Prepayments	118,210	679,185
Net GST Receivable	457,957	512,283
Non-Current Assets Classified Held for Sale	1,532,589	1,500,000
Other Asset	705,066	768,118
	57,063,777	54,342,480
Non Current Assets		
Loans Receivable - Non-Current	193,176	223,714
Dulverton Regional Waste Management Authority	21,301,371	21,618,556
TasWater	94,488,974	94,488,974
Property, Plant & Equipment	1,210,960,987	1,201,731,572
Accumulated Depreciation - PP&E	(330,809,480)	(323,869,354)
Capital Work in Progress	20,957,451	13,500,864
	1,017,092,480	1,007,694,326
Total Assets	1,074,156,257	1,062,036,807
Current Liabilities		
Trade Creditors	1,671,853	1,084,042
Accrued Expenses	871,922	3,308,510
Trust Liability	229,699	198,278
Income In Advance - Current	20,586,175	20,967,419
Loans - Current	752,896	1,088,886
Annual Leave	1,167,115	1,186,367
Other Leave - RDO	126,176	113,446
Other Leave - TOIL	15,453	12,547
Lease Liabilities - Current	58,321	56,481
Long Service Leave - Current	1,408,340	1,315,306
	26,887,950	29,331,281
Non Current Liabilities		
Contract Liabilities - Current	900,000	1,200,000
Loans - Non-Current	36,947,104	42,462,307
Long Service Leave - Non-Current	513,678	513,678
Lease Liabilities - Non Current	695,342	753,663
	39,056,124	44,929,648
Total Liabilities	65,944,074	74,260,928
Net Assets	1,008,212,183	987,775,878
Equity		
Asset Revaluation Reserve	687,756,540	687,767,172
Asset Revaluation Reserve - Associates	9,886,738	9,886,738
Other Reserves	18,092,070	18,092,070
Accumulated Surplus	272,029,911	259,713,645
Operating Surplus / (Deficit)	4,409,822	1,539,323
Capital Surplus / (Deficit)	16,037,102	10,776,930
Total Equity	1,008,212,183	987,775,878

Current Ratio:	2.12	1.85
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The Current ratio indicates Council's ability to pay its debts as and when they become due.
A ratio of one or higher is required for the entity to remain solvent.

Capital Works Income & Expenditure Report May 2026													
Funding 2025/26						Expenditure 2025/26			Balance	Performance Measures			
	Annual Budget	Carried Forward	Additional Funds Carried forward & adjustments	Total Budget Available	External Funding	Actual	Commitments	Total Expenditure	Remaining Funds	Works Start	Works Completion	% Budget	Comments
Open Space & Recreation													
CP0222				-		-	-	-	-			#DIV/0!	
CP0225		51,539	51,539	51,539		50,544	-	50,544	995	Complete	Complete	98.1%	
CP0228	16,000	13,707	13,707	29,707		844	34,531	35,374	(5,667)	Mar-26	Sep-26	119.1%	Under design
CP0237		-	-	-		(60)	-	(60)	60	Complete	Complete	#DIV/0!	
CP0244		67,139	67,139	67,139		42,344	15,701	58,045	9,094	Jul-24	Jun-26	86.5%	
CP0247		15,611	15,611	15,611		571	9,303	9,875	5,736	Mar-26	Jun-26	63.3%	Under design
CP0248		39,920	39,920	39,920		-	-	-	39,920	Complete	Complete	0.0%	Defer
CP0256	55,000	14,358	14,358	69,358		45,949	8,317	54,267	15,091	Mar-26	Jun-26	78.2%	
CP0257		-	-	-		-	-	-	-	Complete	Complete	#DIV/0!	
CP0258	140,000	-	-	140,000		7,679	136,857	144,536	(4,536)	Mar-26	Jun-26	103.2%	Works underway
CP0259	120,000	-	-	120,000		1,209	-	1,209	118,791	Aug-26	Sep-26	1.0%	Under design
CP0260	7,000	-	-	7,000		4,817	-	4,817	2,183	Complete	Complete	68.8%	
CP0261	650,000	-	-	650,000		645,907	-	645,907	4,093	Complete	Complete	99.4%	
CP0262	140,000	60,000	60,000	200,000		194,074	-	194,074	5,926	Complete	Complete	97.0%	
CP0263	120,000	-	-	120,000		57,942	58,182	116,124	3,876	Oct-25	Jun-26	96.8%	
CP0264	50,000	-	-	50,000		55,061	-	55,061	(5,061)	Complete	Complete	110.1%	
CP0265	60,000	-	-	60,000		45,859	1,840	47,699	12,301	Apr-26	May-26	79.5%	
CP0266	130,000	-	-	130,000		141,701	-	141,701	(11,701)	Complete	Complete	109.0%	
CP0267	25,000	-	-	25,000		430	28,009	28,439	(3,439)	Mar-26	Jun-26	113.8%	Under design
CP0268	20,000	-	-	20,000		9,631	-	9,631	10,370	Mar-26	Jun-26	48.2%	
CP0269	60,000	-	-	60,000		49,461	-	49,461	10,539	Complete	Complete	82.4%	
CP0270	500,000	-	-	500,000		170,661	-	170,661	329,339	Feb-26	Jun-26	34.1%	
Total Open Space & Recreation	2,093,000	262,274	262,274	2,355,274	-	1,524,625	292,741	1,817,365	537,909			77.2%	
Buildings & Facilities													
CB0107	350,000	230,030	230,030	580,030		12,820	4,730	17,550	562,480	May-26	Sep-26	3.0%	
CB0114		25,000	25,000	25,000		17,524	-	17,524	7,476	Complete	Complete	70.1%	
CB0122		36,481	36,481	36,481		5,884	27,246	33,130	3,351	Feb-26	Jun-26	90.8%	Works underway
CB0123		262,511	262,511	262,511		30,686	65,091	95,777	166,734	Sep-25	Jun-26	36.5%	
CB0124		-	-	-		-	-	-	-	Complete	Complete	#DIV/0!	
CB0129	18,000,000	12,988,816	12,988,816	30,988,816	16,000,000	6,792,424	6,263,691	13,056,115	17,932,701	Jul-24	Jun-26	42.1%	Works underway
CB0133		542,385	542,385	542,385		421,809	133,352	555,161	(12,776)	Feb-26	Jun-26	102.4%	Works underway
CB0134		-	-	-		(8,739)	-	(8,739)	8,739	Complete	Complete	#DIV/0!	
CB0135	470,000	73,411	73,411	543,411	350,000	20,372	-	20,372	523,039	TBA	TBA	3.7%	Under design
CB0136		160,777	160,777	160,777		258,152	-	258,152	(97,375)	Jan-26	Jun-26	160.6%	Works underway
CB0145	-	2,994,000	2,994,000	2,994,000		2,929,263	-	2,929,263	64,737	Complete	Complete	97.8%	
CB0151	20,000	-	-	20,000		18,948	-	18,948	1,052	Complete	Complete	94.7%	
CB0152	8,000	-	-	8,000		6,083	-	6,083	1,917	Complete	Complete	76.0%	
CB0153	50,000	-	-	50,000		4,726	20	4,746	45,254	Jul-26	Sep-26	9.5%	
CB0154	210,000	-	-	210,000		229,067	-	229,067	(19,067)	Mar-26	Jun-26	109.1%	
CB0155	18,000	-	-	18,000		12,249	5,515	17,765	235	Nov-25	May-26	98.7%	
CB0156	30,000	-	-	30,000		29,795	-	29,795	205	Complete	Complete	99.3%	
CB0157	28,000	-	-	28,000		56	29,561	29,617	(1,617)	Mar-26	May-26	105.8%	
CB0158	10,000	-	-	10,000		9,667	-	9,667	333	Complete	Complete	96.7%	
CB0159	40,000	-	-	40,000		35,792	6,715	42,507	(2,507)	Complete	Complete	106.3%	
CB0160	600,000	-	-	600,000		55,445	14,955	70,400	529,601	Jul-25	Jun-26	11.7%	
CB0161	15,000	-	-	15,000		15,143	-	15,143	(143)	Complete	Complete	101.0%	
CB0162	4,000	-	-	4,000		3,916	-	3,916	84	Complete	Complete	97.9%	
CB0163	350,000	-	-	350,000	169,970	3,545	-	3,545	346,455	Aug-26	Dec-26	1.0%	
CB0164	50,000	-	-	50,000		-	-	-	50,000	TBA	TBA	0.0%	
CB0165	100,000	-	-	100,000		-	-	-	100,000	TBA	TBA	0.0%	Defer
Total Facilities	20,353,000	17,313,411	17,313,411	37,666,411	16,519,970	10,904,626	6,550,877	17,455,503	20,210,908			46.3%	
Transport													
CT0273		-	-	-		(100)	-	(100)	100	Complete	Complete	#DIV/0!	
CT0275		1,444,313	1,444,313	1,444,313		1,412,775	-	1,412,775	31,538	Complete	Complete	97.8%	
CT0289		-	-	-		(30,109)	-	(30,109)	30,109	Complete	Complete	#DIV/0!	
CT0320		-	-	-		(50)	-	(50)	50	Complete	Complete	#DIV/0!	
CT0336		98,405	98,405	98,405		8,452	-	8,452	89,953	May-26	Sep-26	8.6%	
CT0342		-	-	-		-	-	-	-	Complete	Complete	#DIV/0!	
CT0354		354,874	354,874	354,874		50,544	-	50,544	304,330	Jan-25	Jun-26	14.2%	Underway
CT0361	700,000	29,766	29,766	729,766	600,000	161,744	1	161,745	568,021	May-26	Aug-26	22.2%	
CT0362		-	-	-		-	4,863	(4,863)	-	Complete	Complete	#DIV/0!	
CT0367		32,455	32,455	32,455		22,085	-	22,085	10,370	Nov-25	May-26	68.0%	
CT0368		113,918	113,918	113,918		132,917	0	132,917	(18,999)	Complete	Complete	116.7%	
CT0369		-	-	-		28,941	0	28,941	(28,941)	Complete	Complete	#DIV/0!	
CT0370		20,000	20,000	20,000		18,226	-	18,226	1,774	Complete	Complete	91.1%	
CT0373		436,584	436,584	436,584		482,607	-	482,607	(46,023)	Complete	Complete	110.5%	
CT0374		661,253	661,253	661,253		150,313	702,335	852,647	(191,394)	Jan-26	May-26	128.9%	Underway
CT0375	200,000	667,324	667,324	867,324	220,000	46,922	9,026	55,948	811,376	Aug-26	Nov-26	6.5%	
CT0376		-	-	-		-	-	-	-	Complete	Complete	#DIV/0!	
CT0377		239,831	239,831	239,831		223,314	1	223,315	16,516	Complete	Complete	93.1%	
CT0378		-	-	-		(424)	-	(424)	424	Complete	Complete	#DIV/0!	
CT0379		-	-	-		(6,201)	-	(6,201)	6,201	Complete	Complete	#DIV/0!	
CT0382		-	-	-		26	-	26	(26)	Complete	Complete	#DIV/0!	
CT0383		-	-	-		52	-	52	(52)	Complete	Complete	#DIV/0!	
CT0384	2,924,140	2,924,140	2,924,140	2,924,140		-	-	-	2,924,140	TBA	TBA	0.0%	
CT0385		-	-	-		11,481	-	11,481	(11,481)	Complete	Complete	#DIV/0!	
CT0386		-	-	-		(2,973)	-	(2,973)	2,973	Complete	Complete	#DIV/0!	
CT0387		-	-	-		-	-	-	484	Complete	Complete	#DIV/0!	
CT0389		-	-	-		(3,160)	-	(3,160)	3,160	Complete	Complete	#DIV/0!	

Attachment 6.4.2 20260531 Consolidated Financial Report- Council Report

Funding 2025/26						Expenditure 2025/26			Balance	Performance Measures			
	Annual Budget	Carried Forward	Additional Funds Carried forward & adjustments	Total Budget Available	External Funding	Actual	Commitments	Total Expenditure	Remaining Funds	Works Start	Works Completion	% Budget	Comments
CT0390	Parking Infrastructure Renewal	-	-	-	-	(1,811)	-	(1,811)	1,811	Complete	Complete	#DIV/0!	
CT0391	Transport minor works Provision	-	-	-	-	-	-	-	-	Complete	Complete	#DIV/0!	
CT0392	Road traffic device renewal	-	-	-	-	9,394	-	9,394	(9,394)	Complete	Complete	#DIV/0!	
CT0393	Reject Program	850,000	-	850,000	-	595,082	160,594	755,676	94,324	Oct-25	May-26	88.9%	Works underway
CT0394	Kelcey Tier Rd and Mersey Rd Traffic Signals	1,250,000	-	1,250,000	1,200,000	173,809	500	1,076,491	173,309	Jun-26	Sep-26	13.9%	
CT0395	Aquatic Centre - Car Park Extension	50,000	-	50,000	-	78,206	-	78,206	(28,206)	Complete	Complete	156.4%	
CT0396	Devonport Road Reconstruction & Drainage Upgrades	200,000	-	200,000	-	347,038	-	347,038	(147,038)	Complete	Complete	173.5%	
CT0397	Doric Ct - Kerb Renewal and Resurfacing	300,000	-	300,000	-	233,361	182	233,543	66,457	Feb-26	May-26	77.8%	
CT0398	Fenton Way Realignment and Roundabout	5,900,000	-	5,900,000	5,900,000	245,338	181,217	426,555	5,473,445	Aug-26	Dec-26	7.2%	Under design
CT0399	King St On-Street Parking	80,000	-	80,000	-	66,647	-	66,647	13,353	Complete	Complete	83.3%	
CT0400	Market Square Car Park - Access & Signage Upgrades	35,000	-	35,000	-	29,007	-	29,007	5,993	Aug-25	May-26	82.9%	
CT0401	North St Footpath - Percy St to Coles Beach Rd	220,000	-	220,000	-	6,344	-	6,344	213,656	Jun-26	Sep-26	2.9%	Under design
CT0402	Stewart St School Crossing Safety Upgrade	125,000	50,000	50,000	175,000	147,106	-	147,106	27,894	Complete	Complete	84.1%	
CT0403	Stewart St CBD - Remediate Paving Around Street Trees	30,000	-	-	30,000	40	-	40	29,960	May-26	Sep-26	0.2%	
CT0404	Parking Infrastructure - Off-Street Car Park Upgrades	80,000	-	80,000	-	10,182	-	10,182	69,818	Complete	Complete	12.7%	
CT0405	Parking Infrastructure - On-Street Parking Upgrades	300,000	-	300,000	-	417,223	-	417,223	(117,223)	Complete	Complete	139.1%	
CT0406	Path Signage Upgrades	25,000	-	25,000	-	259	-	259	24,741	Aug-26	Sep-26	1.0%	
CT0407	Footpath Missing Links Program	50,000	-	50,000	-	41,704	-	41,704	8,296	Complete	Complete	83.4%	
CT0408	Gravel Road Renewal Program	100,000	-	100,000	-	71,210	12,611	83,820	16,180	Mar-26	May-26	83.8%	
CT0409	Streetlight Annual Provision	30,000	-	30,000	-	89,760	-	89,760	(59,760)	Complete	Complete	299.2%	
CT0410	Transport Minor Works Provision	27,000	-	27,000	-	36,854	-	36,854	(9,854)	Complete	Complete	136.5%	
CT0411	Road Traffic Device Renewal Program	25,000	-	25,000	-	891	-	891	24,109	Complete	Complete	3.6%	
CT0412	Kelcey Tier Rd - Guardrail Upgrades	-	67,000	67,000	62,000	2,857	-	2,857	64,143	Jun-26	Jul-26	4.3%	
CT0413	River Road Retaining Wall Remediation	-	-	110,000	62,000	104,835	-	104,835	5,165	Complete	Complete	95.3%	
Total Transport	10,577,000	7,139,863	7,249,863	17,826,863	8,156,500	5,412,220	1,071,329	6,483,550	11,343,313			36.4%	
Stormwater													
CS0090	Watkinson St - north of George St - sw	-	-	-	-	(84)	-	(84)	84	Complete	Complete	#DIV/0!	
CS0092	Stormwater outfall risk management	-	-	-	-	(50)	-	(50)	50	Complete	Complete	#DIV/0!	
CS0097	Church street stormwater improvements	330,630	-	330,630	330,630	-	-	-	330,630	TBA	TBA	0.0%	
CS0099	Pipe Renewal 23 Steele Street	-	-	-	-	(120)	-	(120)	120	Complete	Complete	#DIV/0!	
CS0108	North Fenton Street - pipe renew	-	-	-	-	(300)	-	(300)	300	Complete	Complete	#DIV/0!	
CS0111	Steele stormwater catchment upgra	-	-	-	-	(720)	-	(720)	720	Complete	Complete	#DIV/0!	
CS0112	North Caroline St -new open drain	-	-	-	-	(120)	-	(120)	120	Complete	Complete	#DIV/0!	
CS0128	East Dev Stormwater upgrade	-	-	-	-	-	-	-	-	Complete	Complete	#DIV/0!	
CS0131	Stormwater pollution control	-	-	-	-	(100)	-	(100)	100	Complete	Complete	#DIV/0!	
CS0135	Oldaker St CBD Stormwater Upgrade	-	-	-	-	100	-	100	(100)	Complete	Complete	#DIV/0!	
CS0136	Chinamans Ck Catchment - Stage 1	38,114	-	38,114	38,114	94	-	94	38,020	TBA	TBA	0.2%	Under design
CS0137	John St Catchment - Stage 2	111,655	-	111,655	111,655	13,139	-	13,139	98,516	Jan-26	May-26	11.8%	
CS0139	Minor Stormwater Works	-	-	-	-	2,000	-	2,000	(2,000)	Complete	Complete	#DIV/0!	
CS0140	SW Pollution Control Measures	-	-	-	-	(22,910)	-	(22,910)	22,910	Complete	Complete	#DIV/0!	
CS0141	Ambleside Pl Stormwater Renewal	-	-	-	-	3,711	-	3,711	(3,711)	Complete	Complete	#DIV/0!	
CS0144	John St Catchment Upgrade - Stage 3	500,000	-	500,000	-	-	-	-	500,000	TBA	TBA	0.0%	Under design
CS0145	James St Stormwater Renewal	275,000	-	275,000	-	1,318	-	1,318	273,682	Complete	Complete	0.5%	
CS0146	Winspears Catchment Upgrade - Bel Air and Cameray	210,000	-	210,000	-	20,722	-	20,722	189,278	Sep-26	Nov-26	9.9%	Under design
CS0147	Stormwater Pollution Control Measures	60,000	-	60,000	-	6,847	59,000	65,847	(5,847)	Mar-26	Jun-26	109.7%	Scheduled
CS0148	Pit Replacements Program	55,000	-	55,000	-	68,327	-	68,327	(13,327)	Complete	Complete	124.2%	
CS0149	Minor Stormwater Works	65,000	-	65,000	-	46,831	-	46,831	18,169	Jul-25	Jun-26	72.0%	
CS0150	Development Contribution Provision	65,000	-	65,000	-	22,839	-	22,839	42,161	Jul-25	Jun-26	35.1%	
Total Stormwater	1,230,000	480,399	480,399	1,710,399	-	207,343	59,000	266,343	1,444,056			15.6%	
Plant & Fleet													
CF0040	Fleet Renewal 2024-25	111,277	-	111,277	111,277	113,010	-	113,010	(1,733)	Jul-24	Dec-25	101.6%	
CF0041	Hire Plant Replacement 2024-25	634,221	-	634,221	-	657,285	-	657,285	(23,064)	Jul-24	Dec-25	103.6%	
CF0043	Fleet Renewal	510,000	-	510,000	117,000	377,801	89,091	466,892	43,108	Jul-25	Jun-26	91.5%	
CF0044	Hire Plant Replacement 2025-26	540,000	-	540,000	48,000	121,623	445,677	567,300	(27,300)	Jul-25	Jun-26	105.1%	
CF0045	Non Hire Plant Replacement 2025-26	160,000	-	160,000	5,000	79,955	13,440	93,395	66,605	Jul-25	Jun-26	58.4%	
Total Plant & Fleet	1,210,000	745,498	745,498	1,955,498	170,000	1,349,673	548,208	1,897,881	57,617			97.1%	
Other Equipment													
CE0019	IT NEW 2022-23	-	-	-	-	(657)	-	(657)	657	Complete	Complete	#DIV/0!	
CE0014	Aquatic Centre - Equipment renewal	-	-	-	-	2,022	-	2,022	(2,022)	Complete	Complete	#DIV/0!	
CE0015	Aquatic Centre - Replace Raypac Boiler	550,000	68,425	68,425	618,425	23,240	-	23,240	595,185	TBA	TBA	3.8%	Under design
CE0029	Reactive Replacement of Equipment	-	-	-	-	1,506	-	1,506	(1,506)	Complete	Complete	#DIV/0!	
CE0039	Aquatic Centre - Equipment Renew	-	-	-	-	3,033	-	3,033	(3,033)	Complete	Complete	#DIV/0!	
CE0040	IT - Renewal & Upgrade Program	-	-	-	-	4,655	-	4,655	(4,655)	Complete	Complete	#DIV/0!	
CE0051	2 x Fuel and 1 x Chemical Cabinets	9,000	-	9,000	-	5,577	-	5,577	3,423	Complete	Complete	62.0%	
CE0052	Aquatic Centre - Equipment renewal	51,000	-	51,000	-	35,339	14,204	49,543	1,457	Jul-25	Jun-26	97.1%	
CE0053	Building Fittings, Fixtures & Equipment - Renewal Program	50,000	-	50,000	-	39,667	10,288	49,955	45	Jul-25	Jun-26	99.9%	
CE0054	Christmas decorations renewal	21,000	-	21,000	-	-	14,115	14,115	6,885	Jul-25	Dec-25	67.2%	
CE0055	Depot - Civil Office & Workshop Upgrades	7,000	-	7,000	-	4,145	-	4,145	2,855	Complete	Complete	59.2%	
CE0056	Home Hill Fire panel battery replacement	15,000	-	15,000	-	13,493	-	13,493	1,507	TBA	TBA	90.0%	
CE0057	Information Technology - Renewals & upgrades	40,000	-	40,000	-	62,197	21,993	84,189	(44,189)	Jul-25	Jun-26	210.5%	
CE0058	Mersey Vale Cemetery - Security Upgrades	5,000	-	5,000	-	4,993	-	4,993	7	Complete	Complete	99.9%	
CE0059	Niche Ignite Web Site Refresh	30,000	-	30,000	-	24,000	36,000	60,000	(30,000)	Jan-26	Jun-26	200.0%	
CE0060	Reactive Replacement of Equipment for Property Management	80,000	-	80,000	-	62,976	8,090	71,066	8,934	Jul-25	Jun-26	88.8%	
CE0061	Smart City Initiatives 25-26	40,000	-	40,000	-	11,253	7,534	18,787	21,213	Jan-26	Jun-26	47.0%	
CE0062	Art Acquisition - Biennial	21,000	-	21,000	-	13,000	-	13,000	8,000	TBA	TBA	61.9%	
CE0063	Don & Mersey River Weather & River Flow Monitoring	50,000	-	50,000	-	4,971	-	4,971	45,029	TBA	TBA	9.9%	
CE0064	Mersey Bluff - CCTV Upgrades	8,000	-	8,000	-	7,350	-	7,350	650	Jan-26	Jun-26	91.9%	
CE0065	Paranapple Arts Centre - New Foyer Speaker	14,000	-	14,000	-	12,907	-	12,907	1,093	TBA	TBA	92.2%	
CE0066	Paranapple Arts Centre - Theatre Stage New LED Screen	75,000	-	75,000	-	75,022	-	75,022	(22)	Complete	Complete	100.0%	
CE0067	Paranapple Convention Centre - Additional Camera	10,300	-	10,300	-	10,493	-	10,493	(193)	Complete	Complete	101.9%	
CE0068	Paranapple Convention Centre - Furniture Improvements (Tables)	15,000	-	15,000	-	13,320	-	13,320	1,680	Complete	Complete	88.8%	
CE0069	Public Building Additional Defibrillators (x2)	5,500	-	5,500	-	5,406	-	5,406	94	Complete	Complete	98.3%	

Attachment 6.4.2 20260531 Consolidated Financial Report- Council Report

Funding 2025/26						Expenditure 2025/26			Balance	Performance Measures			
						Actual	Commitments	Total Expenditure	Remaining Funds	Works Start	Works Completion	% Budget	Comments
CE0070	Public Facing CCTV Server and Storage Upgrade	30,000	-	-	30,000	5,974	-	5,974	24,026	TBA	TBA	19.9%	
CE0071	Yealink Teams System for the Lilloo & Pardoe Rooms	14,000	-	-	14,000	-	-	-	14,000	Complete	Complete	0.0%	
Information Technology		1,140,800	68,425	68,425	1,209,225	445,881	112,223	558,104	651,121			#DIV/0!	
		-	-	-	-	-	-	-	-				
Total Other Equipment		1,140,800	68,425	68,425	1,209,225	445,881	112,223	558,104	651,121			46.2%	
TOTAL CAPITAL EXPENDITURE - EXCLUDING LIVING CITY		36,603,800	26,009,870	26,119,870	62,723,670	19,844,368	8,634,378	28,478,746	34,244,924			45.4%	
Living City													
CP0185	Waterfront Construction		60,000	60,000	60,000	88,185	-	88,185	(28,185)	Complete	Complete	147.0%	
CP0198	Waterfront Precinct - Lighting Feature		204,150	204,150	204,150	18,124	2,712	20,836	183,314	Jul-24	Jun-26	10.2%	
Total Living City		-	264,150	264,150	264,150	106,308	2,712	109,020	155,130			41.3%	construction underway on lighting feature
TOTAL CAPITAL EXPENDITURE - INCLUDING LIVING CITY		36,603,800	26,274,020	26,384,020	62,987,820	19,950,676	8,637,090	28,587,766	34,400,054			45.4%	

FORECAST ADJUSTMENTS for 2025/26 FINANCIAL YEAR

	Budget	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Forecast
INCOME														
Rates and Service Charges	37,805,231						85,000							37,890,231
Fees and User Charges	9,011,091						40,000				300,000			9,351,091
Grants - Operating	3,406,800													3,406,800
Contributions - Operating	48,500										130,000			178,500
Dividend Income	1,310,400						109,200							1,419,600
Interest Income	990,000			450,000			100,000			200,000	100,000			1,840,000
Tax Equivalent Payments	279,326							200,000			100,000			579,326
Share of profit of associates	1,021,000													1,021,000
Other Revenue	827,240										40,000			867,240
TOTAL INCOME	54,699,588	-	-	450,000	-	-	334,200	200,000	-	200,000	670,000	-	-	56,553,788
EXPENSES														
Employee Benefits	17,911,188										(300,000)			17,611,188
Materials and Services	16,671,477													16,671,477
Depreciation	11,255,500			450,000			150,000				130,000			11,985,500
Financial Costs	1,429,121													1,429,121
Levies & Taxes	5,182,681													5,182,681
Other Expenses	1,611,857													1,611,857
Internal Charges and Recoveries	(568,541)													(568,541)
TOTAL EXPENSES	53,493,282	-	-	450,000	-	-	150,000	-	-	-	(170,000)	-	-	53,923,282
NET OPERATING SURPLUS / (DEFICIT)	1,206,306	-	-	-	-	-	184,200	200,000	-	200,000	840,000	-	-	2,630,506
CAPITAL ITEMS														
Grants - Capital	24,357,470													24,357,470
Contributions - Capital	-													-
Gain / Loss on Disposal of Assets	-													-
TOTAL CAPITAL ITEMS	24,357,470	-	-	-	-	-	-	-	-	-	-	-	-	24,357,470
NET SURPLUS / (DEFICIT)	25,563,776	-	-	-	-	-	184,200	200,000	-	200,000	840,000	-	-	26,987,976
UNDERLYING SURPLUS / (DEFICIT) ADJUSTMENTS														
Net result for the year	25,563,776	-	-	-	-	-	184,200	200,000	-	200,000	840,000	-	-	26,987,976
Adjusted for timing on FAG's	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Less non-operating items														
Contributions - capital	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grants - Capital	(24,357,470)	-	-	-	-	-	-	-	-	-	-	-	-	(24,357,470)
Add non-operational expenses														
Grants - Vallery Road Soccer Club infrastructure	-	-	-	-	-	-	-	-	-	-	-	-	-	-
UNDERLYING SURPLUS / (DEFICIT)	1,206,306	-	-	-	-	-	184,200	200,000	-	200,000	840,000	-	-	2,630,506

Forecast adjustments for SeptemberInterest Income
DepreciationAdjustment for higher interest rates and higher cash balances due to timing of capital expenditure of \$450,000
Adjustment due to higher depreciation rates on buildings than when budget prepared**Forecast adjustments for December**Rates and Service Charges
Dividends Received
Interest Income
Depreciation
Fees & ChargesAdjustment to waste service charges of \$85,000 due to additional bins not included in budget.
As per Taswater Corporate Plan for 2026, Dividends increased to \$26 million for all shareholders, increasing Devonport Share to \$1,419,600
Adjustment for higher interest rates and higher cash balances due to timing of capital expenditure of \$100,000
Adjustment due to higher depreciation rates on buildings than when budget prepared as well as capitalised projects not allowed for in budget, \$150,000 increase
Increase certificates revenue by \$40,000 to allow for a high number of certificate 337s being received.**Forecast adjustments for January**

Tax Equivalent Payments

Increase revenue by \$200,000 to account for a higher amount of Dulverton tax Equivalents already received to date with two more payments yet to be received.

Forecast adjustments for March

Interest Income

Adjustment for higher interest rates and higher cash balances due to timing of capital expenditure of \$200,000

Forecast adjustments for AprilFees & Charges
Contributions - Operating
Interest Income
Tax Equivalent Payments
Other Revenue
Employee Costs
DepreciationIncrease by \$300,000 - Plumbing Inspections, Transfer Station, Facility Hire, Operating Fees, Latrobe WTS Fees, Equipment Hire, Fines Received and Cult Production expected to be higher than budget
Adjustment for higher contributions as already over final year budget by \$130,000
Adjustment for higher interest rates and higher cash balances due to timing of capital expenditure of \$100,000
Increase revenue by \$100,000 to account for a higher amount of Dulverton tax Equivalents already received to date with one more payments yet to be received.
Increase revenue by \$40,000 to account for a higher amounts of Fines recovered by MPES.
Reduce costs by \$300,000 due to vacancies throughout year.
Adjustment due to higher depreciation rates on buildings than when budget prepared as well as capitalised projects not allowed for in budget, \$130,000 increase