

My Priorities for Kingborough

Mayoral Term 2026 to 2030

Aldo Antolli | Candidate for Mayor | October 2026

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Disciplined leadership. Practical reform.

A Kingborough that works for every family, business, and community.

How I Will Lead

This document sets out the priorities I will pursue as Mayor of Kingborough from October 2026. These are not a wish list. They are the issues I will actively drive from day one, with practical policy implementations where they are needed and achievable within a single mayoral term.

I want to be direct about one thing. A Mayor is not an autocrat. The Mayor leads, advocates, and sets the tone. But every meaningful decision of council requires a majority of councillors behind it. Under the State Government's recent legislative changes, Kingborough Council will reduce from ten councillors to nine at the October 2026 election. That means only five votes will be needed to carry a motion. Five votes to change direction. Five votes to fix what is broken. Five votes to deliver the reforms our community has been asking for.

I will lead this agenda, but I cannot deliver it alone. I am actively encouraging returning and new candidates who share a constructive, pro development, pro community, pro customer service worldview to stand for council in October 2026. Kingborough needs councillors who see their role as serving residents rather than obstructing them, and who understand that good governance means saying yes to reasonable ideas, not just saying no to everything new.

This is a partnership agenda. It depends on electing a council that wants to get things done.

One addition in this version deserves a note up front. Kingborough carries the highest bushfire building exposure of any council in Greater Hobart, and the cost of insuring a home here is rising because of it. That is a household cost issue as much as it is a safety issue, and it is one of the few risks where Council genuinely holds the levers. Priority 7 now sets out what a council I lead would do about it, with supporting commitments in Priorities 2, 8, 11 and 14.



Speaking at a Kingborough Citizenship Ceremony, August 2025.

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Priority 1. Long Term Financial Planning and Asset Management Reform

Kingborough Council has an annual budget of approximately \$54 million. Around 60 per cent of that is spent managing, upgrading, building, and repairing our assets. That is ratepayer money. It deserves to be spent wisely, planned carefully, and accounted for honestly.

The record is not good enough. Council has run operating deficits in 19 of the past 22 years. Rates have been raised at more than double the rate of inflation in the past two years. Two major infrastructure projects were delivered over budget and behind schedule. This is not a funding problem. It is a discipline problem.

Under the Local Government Act, Council is required to maintain both a Long Term Financial Plan and a Strategic Asset Management Plan. In Kingborough, the link between these two documents has been tenuous. The result is poor forward planning, inadequate intelligence on what our assets need and when, and a council that continues to run deficits, not because we lack the income, but because we have lacked the discipline, the processes, and the professional rigour to manage what we already have.

Every small business owner understands the basics. On time, on budget, clear decision making. Those principles must apply to how council manages ratepayer money. We have the income. What has been missing is the leadership to deploy it wisely.

A line in the sand: the June 2026 budget vote

I want us to manage our budgets, stay in surplus, and stop raising rates beyond inflation. Wouldn't it be amazing if one year we actually stayed in surplus and didn't raise rates at all, a zero per cent rate rise? Why is that not possible, given that we have an expenditure problem rather than an income problem?

On 15 June 2026 I voted against Kingborough Council's budget: a \$2.6 million deficit paired with a 6 per cent rate rise, when inflation sits at just 5.1 per cent. I was flooded with messages of support while I was speaking, afterwards, and again the next morning. What I had to say resonated with the beleaguered ratepayers of Kingborough. That same night, Clarence Council delivered a budget with a rate rise under inflation. We did not.

I told the chamber this will be our 19th deficit in 22 years. That is not bad luck. It is a failure of leadership. We keep asking the community to fund our failures. I balanced my criticism by acknowledging some great initiatives in the budget, and I want to deliver great initiatives with budgets that are not in deficit. We have been lulled into accepting mediocrity for the past 22 years, and enough is enough.

I have committed to putting forward a motion next year requiring Council to deliver a positive P&L budget. No more record-breaking deficits propped up by rate rises above inflation. Other councils facing the same demographic and financial pressures are consistently delivering surpluses. The difference is discipline and leadership. This will be one of the defining issues of the October election, and I am the only mayoral candidate who has actually run a business. In fact, I have run several. I made that point in the chamber that night.

A wholesale review of Kingborough Council's engineering services function has already begun, and early gains are being made in how we manage projects, the discipline we apply to capital delivery, and the quality of data we hold on our assets and their remaining life span. This is exactly the right direction. But starting is not the same as finishing. We need to maximise this work. We need to profit from it operationally. We need to benefit from it financially. And we need ratepayers to see the results in the confidence that their money is being looked after

properly. As Mayor, I will actively support this reform and lead council in providing the oversight it needs to succeed, including:

- Bring forward a motion requiring Council to adopt and deliver a positive P&L budget, ending record-breaking deficits propped up by rate rises above inflation
- Ensure the Long Term Financial Plan and the Strategic Asset Management Plan are developed and maintained in genuine alignment, as the Act requires
- Engage the right expertise to manage this process professionally and continuously
- Ensure our Audit Panel has the intelligence it needs to provide effective oversight
- Ensure the annual budget process is informed by accurate, forward looking asset data, not guesswork
- Avoid large or sudden rate increases caused by poor planning. Council must live within its means
- Address long term deficits through better planning and smarter spending, not by reaching deeper into ratepayers' pockets

Priority 2. Planning Reform That Actually Works

Kingborough's planning system is failing residents. Our Local Provisions Schedule rollout generated more negative representations than any other Tasmanian council. Over 1,500 properties face zoning uncertainty, with landowners unable to secure finance or insurance and development applications blowing out to years of delay. The Landscape Conservation Zone has been applied too broadly, without adequate community input, and in many cases without justification under State Rules.

We all know how infamous Kingborough has become among architects, designers, builders, and tradespeople. Many of them now refuse to take on work here, refuse to build new homes in our municipality, because our council is too difficult to deal with. I am tired of hearing these stories. They are not made up. They are real. And this must change.

There was a time, around 20 years ago, when Kingborough was considered one of the easiest councils in Tasmania to deal with. What changed?

As Mayor, I will work with leadership of Council to ensure the planning system serves our community rather than obstructs it.

- LCZ should not be applied unless no other option exists under State Rules, or the landowner has expressly requested it. This is in line with community demand
- Ensure the Rural Living Zone and Rural Zone are properly considered as alternatives in every applicable case
- Fast track straightforward residential and commercial applications and slash unnecessary delays
- Ensure all future planning decisions are transparent, evidence based, community informed, and account for real world harms to landowners
- Publish target timeframes for each application type, and report publicly against performance every quarter so residents can see whether the system is improving
- Create a faster path for ancillary dwellings and minor works, so a small project is not run through the same process as a major development

- Treat bushfire risk as a stated assessment criterion rather than an afterthought, so that risk is dealt with at the approval stage rather than left to the landowner to discover later
- Create a faster path for genuine fuel reduction, defensible space and firebreak works, so that protecting a home is not a slower process than building one

Once the TPC finalises the LPS, the work does not stop. Under LUPAA, Kingborough Council can initiate its own amendments to the Local Provisions Schedule. That means we can identify localities where the LCZ outcome is disproportionate and pursue rezoning amendments, for example to Rural Living Zone, where landscape values can be managed appropriately without the full restrictions the LCZ imposes. Each amendment must be certified by council, placed on public exhibition, and reported to the TPC for determination. It is a process that requires evidence and takes time, but it is the proper democratic pathway. My commitment is to pursue it, locality by locality, for as long as it takes, to reduce the scale of LCZ application and reverse outcomes that were poorly calibrated from the outset.

Priority 3. Review of Council Department Functions and Community Interactions

I hear too many reports of residents, families, small business owners, and developers coming to council for help and leaving frustrated, intimidated, or worse. A pattern of complaints across multiple departments points to a deeper operational and cultural issue that needs to be addressed honestly.

As Mayor, I will work with the CEO to commission a structured review of how our key operational departments function, how they interact with each other and the community, and whether they are delivering value to ratepayers. This will be a single coordinated priority covering compliance, environmental services, and planning operations.

Compliance functions

Council receives a high and growing number of complaints from residents about the perceived aggressiveness and heavy handedness of compliance activity. The community sentiment is consistent. People see our compliance posture as punitive rather than redemptive, and as focused on chasing revenue rather than supporting people to do the right thing. That perception may or may not be fair in every case, but it is widespread and it is damaging the trust relationship between council and residents. A review is warranted.

Environmental services

Environmental regulation in Kingborough is too often experienced by landowners as obstruction rather than partnership. The same review should examine whether our environmental services function is fit for purpose, properly scoped, and delivering outcomes that justify the cost, delay, and frustration it currently imposes.

One of the most consistent sources of complaint from landowners relates to requests to remove trees that pose a genuine risk to life, property, or livelihood. These requests are infamously difficult to get across the line in Kingborough and have generated some of the highest levels of landowner frustration in the municipality. The perception, fair or foul, is that council values trees more highly than people and their safety. There is a fair and reasonable middle ground, and that is what I will work for.

Planning operations

The planning department has been central to the LPS failures and is the subject of widespread dissatisfaction. Its operational practices must be part of any serious review of how council serves its community. This complements the substantive planning reforms in Priority 2.

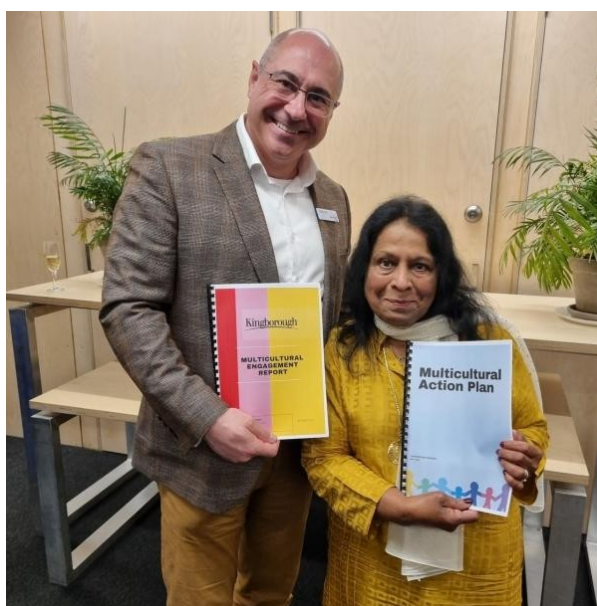
A structured review of the planning function has already commenced, as of March 2026. While the findings are not yet known, the impact of the review is expected to be far reaching. Done well, this review will become the bedrock of dramatic improvement. It is the opportunity to move Kingborough from being a council that is castigated for its planning performance to one that is celebrated for it. I will publish the findings of that review.

Scope of the review

- Are the objectives of each function clearly defined and understood by staff and the community?
- Is there strategic and functional alignment between related departments, and are the interconnections efficient and effective?
- Are the tools used, including infringements, notices, conditions, and penalties, proportionate, consistent, and appropriate to the circumstances?
- Is the interaction with residents being conducted in a way that builds trust rather than erodes it?
- Are staff being supported with the training, leadership, and cultural framework to do their jobs well?
- Are the outcomes being achieved the outcomes the community actually wants?

One distinction matters, and I want it on the record. Residents who deal with our front counter praise the staff there, repeatedly and by name, and so do I. The criticism I hear is of departments, processes and culture, not of the people who serve residents across the counter. This review is aimed at the system those staff work inside, not at the staff themselves.

This is not a witch hunt. It is a necessary check up that any well run organisation should be willing to undergo, and it is long overdue in Kingborough.



Launching the Kingborough Multicultural Action Plan.

Priority 4. Housing Supply and Affordability

Families are being priced out of Kingborough. Young people cannot find a home. Developers willing to invest are being buried in red tape.

Housing supply in Kingborough is directly tied to improving the planning function. The March 2026 review of planning operations referenced in Priority 3 is the mechanism by which most of the improvements below must be delivered. Without planning reform, the housing agenda does not move. That is why these two priorities must be pursued together.

- Set ambitious housing approval targets and publicly report against them
- Publish target assessment timeframes for residential applications and report performance against them publicly each quarter
- Streamline subdivision and development approvals
- Work with the state government to unlock land supply in growth corridors
- Cut the cost and time burden on homeowners doing extensions and renovations
- Support innovative housing models including social and key worker housing
- Advocate for state level planning provisions that support housing affordability in Kingborough
- Apply bushfire assessment requirements proportionately and resolve them early in the process, so they improve safety without becoming another source of delay and cost for a family trying to build



Inspecting transportation needs to support Spring Farm with Senator Eric Abetz and colleague Cr David Bain.

Priority 5. Growing the Business Rate Base

A live music venue in Kingborough was recently required to spend \$5,000 on a noise consultant. Not on soundproofing. Not on a single measure that made the venue quieter for anybody. Five thousand dollars on a report. For a small hospitality business running on thin margins, that is a month of wages, or the difference between putting a local band on and not bothering.

That is what red tape actually costs, and it is the reason Kingborough's small business rate base is too small for a municipality of our size. Compared to councils like Clarence City, where a strong commercial sector shares the load with residential ratepayers, Kingborough relies too heavily on households to fund the services and infrastructure our growing community needs. Every business that decides Kingborough is too hard pushes more of that load back onto households. That has to change.

I hear a consistent message from business owners. They would love to operate in Kingborough, particularly those who already live here, but our development approval and planning processes are prohibitive. They find it easier, faster, and cheaper to set up in neighbouring LGAs. That is a loss to our ratepayers, our employment base, and our sense of community. Many of these people want to work near where they live, and we should be making that possible.

The test I will apply is simple. Before council imposes a cost on a business, someone should be able to say what problem the requirement solves, what it will cost the business, and whether a cheaper way of solving the same problem exists. In too many cases today, nobody is asked to answer that.

As Mayor, I will pursue a deliberate strategy to grow the commercial and industrial rate base so council can invest in infrastructure more wisely without continually pushing the cost onto households.

- Make Kingborough genuinely open for business by removing unnecessary planning and approval barriers for commercial and industrial development
- Court businesses considering Kingborough, with a clear pathway and a named point of contact inside council
- Develop a Kingborough Economic Development Strategy in partnership with local business and industry, working much more closely with Business South, formerly known as KHBEC, the Kingborough and Huon Business Enterprise Centre, which is jointly funded by Kingborough Council and Huon Valley Council to support small business growth across our region. I propose lifting Business South's funding and effectiveness so it can do significantly more for our local small business community
- Identify and plan for commercial and light industrial land supply to match demand
- Support the local trades and construction sector through faster approvals
- Apply a proportionality test to conditions, reports and studies imposed on small business, so the cost of a requirement is weighed against the problem it is meant to solve
- Leverage Kingborough's natural assets for sustainable tourism growth
- Use major projects such as Spring Farm Village, the Tasmania Devils AFL High Performance Centre, and the Jack Jumpers training presence as a platform for local job creation and economic benefit

A stronger business rate base means a more resilient council, lower pressure on household rates, and more jobs held by people who live here. This is fundamental.



A stronger partnership with Business South is what is needed into the future.

Priority 6. Partnering with the CEO on Customer Service Transformation

Customer service at Kingborough Council needs dramatic improvement. That is widely acknowledged, including by the CEO himself, who has publicly stated his desire to lift our customer service responses. I want to partner with him and the senior leadership team to make that ambition real.

My role as Mayor will not be to sit in judgement from outside the tent. It will be to lead the push for council to properly support the CEO and senior staff in delivering the customer service culture our community deserves. That means backing them with the governance, resourcing, and political will to drive change, and holding ourselves accountable as elected members for creating the conditions in which that change can happen.

I want to be precise about where the problem sits. Residents consistently praise our front-counter staff, often by name, and so do I. What residents describe as failing is not the people at the counter. It is the departments, the processes and the culture behind them. Customer service reform is about fixing that system, so that the staff who already do the right thing are backed by one that works.

- Work with the CEO to establish measurable customer service standards with public reporting
- Back the CEO and senior team with the council level support they need to drive cultural change
- Create a dedicated concierge function for planning and development enquiries
- Set response time guarantees for all resident enquiries
- Build a staff culture that guides ratepayers and developers on the most efficient way to achieve their goals, not merely assess what is placed in front of them
- Deliver simpler, clearer, and fairer processes across planning, approvals, and service delivery. Residents should not need a consultant or a lawyer to understand what council expects of them
- Publish complaints and query data promptly. Data that takes six to nine months to surface is history, not management information

- Collect a satisfaction score after every interaction and report it publicly
- Fix the Questions on Notice process, where answers are too often minimal, deferred, or never followed up

Customer service transformation is also about realising the benefits of council's Digital Strategy Plan. That strategy sets out how innovative technology and AI reforms will be embedded into council operations to support our staff to work more effectively and efficiently, with quicker approvals and speedier responses. Delivering on the strategy's goals will make council more agile and save ratepayer money, while directly supporting the customer service agenda set out in this priority.



Taking time for a cuppa and a chat with grandparents at the Kingston Primary.

Priority 7. Rural Stewardship and Environmental Common Sense

Kingborough is a long, narrow municipality stretching from the southern fringes of Hobart down the Channel to Bruny Island and the approaches to the Huon. The bulk of our population lives in the north. But much of our land, and much of our natural environment, lies in the rural communities that run along the length of the LGA.

Those rural communities are the best stewards of their own land. They are farmers, smallholders, families, and small business owners who have invested their life savings into properties they know intimately and care for personally. They are on the ground every day, nursing their land through drought, fire, storm, and regrowth.

Environmental rules that apply to rural Kingborough land are most credible when shaped by the people who live on that land day to day. Lived local experience should carry real weight in how policy is designed and applied. Rural landowners who have nurtured their properties through every season, every fire risk, and every regrowth cycle bring insights that no policy document can replicate.

As Mayor, I will lead a review of council generated environmental rules to determine whether they are helpful guidance for good stewardship or punitive green tape that acts as a

handbrake on the aspirations of our rural families and small businesses throughout the rural parts of our LGA.

This substantive review of environmental policy will be conducted as part of the broader Environmental Services review set out in Priority 3. That review will determine which instruments are fit for purpose, which need reform, and which should be retired. I am not going to pre-empt the findings of a review that has yet to be conducted. What I will commit to is that the review will be honest, thorough, transparent, community informed, and prepared to make hard calls where the evidence supports them.

The principle is simple. The people best placed to nurture and care for the local environment are the locals who live in it. Council's job is to support rural families and landowners in the stewardship they are already doing.

Bushfire risk and fuel load management

The greatest single threat to Kingborough's biodiversity is a catastrophic bushfire. For at least 15 to 20 years, council's environmental regulations are alleged to have actively discouraged landholders from reducing fuel loads on their properties. The same policies intended to protect the environment may instead be creating the conditions for its destruction.

The rural community that lives on and manages this land is Kingborough's best asset in fire prevention. Council must stop working against them and start working with them.

The exposure we are actually carrying

More than 90 per cent of the Kingborough municipality is mapped as bushfire prone. Kingborough also carries the highest bushfire building exposure of any council in Greater Hobart. The Greater Hobart Bushfire Exposure Index, reported publicly in October 2024, placed 1,727 Kingborough buildings, or 10.5 per cent of those assessed, in the higher exposure categories. Hobart was next with 1,205 buildings, then Clarence with 751, Glenorchy with 203, Sorell with 202 and Brighton with 137. Of the 4,225 higher exposure buildings identified across the whole of Greater Hobart, roughly two in every five are in Kingborough.

I want to be careful with numbers like these. They come from an independent index, not from me, and the index is updated over time. But the pattern is not in dispute and it has not changed. Kingborough is the most exposed council area in Greater Hobart, and that is the context every other decision in this priority sits inside. It is not a reason for alarm. It is a reason for method.

Why this is now a cost of living issue

Insurance premiums are a price signal. They are the market's read of physical risk, and they are set by what is actually on the ground, not by what is written in a policy document. There is no reserve of money sitting somewhere that can be legislated into existence to bring them down. The only durable way to reduce the cost of insuring a home in Kingborough is to reduce the risk to that home, and then make sure the reduction is counted when the risk is priced.

At the Local Government Association of Tasmania conference in August 2026, RACT put that argument to Tasmanian councils directly. Their case was that prevention is the phase Tasmania is weakest in, that the single biggest determinant of whether a house survives a fire is how the space immediately around it is managed, and that the economics of clearing rarely

stack up for one household on its own but do stack up for a street acting together. RACT also told councils that where mitigation work is done but never documented, ratepayers pay for the work twice over, because insurers have no way of knowing it happened.

I take that seriously, and I want to be equally careful about what I promise. No mayor can guarantee any household a lower premium. Insurers price across whole portfolios, not council by council, and anyone who tells you otherwise is selling something. What a mayor can guarantee is that the mitigation work Kingborough ratepayers already fund is properly recorded, properly evidenced, and put in front of the people who price our risk. That is entirely within Council's control, and Kingborough does not do it today.

The pilot Kingborough has already joined

Kingborough Council is a partner in a bushfire preparedness pilot with the City of Hobart, RACT and the University of Tasmania Fire Centre, announced in June 2026. Council is contributing funding towards the staffing that runs the program, alongside vegetation management on Council land at the pilot locations and practical support such as free green waste disposal days and street skip bins. The initial phase works with just over one hundred households along the urban and bushland interface in Hobart and Kingborough, using property level mapping and modelling to identify what each household can practically do. Expansion beyond that depends on an application to the Commonwealth Disaster Ready Fund.

This is good work and I support it. Two things follow from it. First, very few residents know Kingborough is involved at all, which is a communication failure rather than a policy one, and it is easily fixed. Second, a pilot covering roughly one hundred homes in a municipality with more than 1,700 higher exposure buildings is a start, not an answer. The job of the next Council is to take what the pilot proves and scale it.

One point of principle sits underneath all of this. Property level risk information belongs to the property owner. I will push for every participating landowner to receive their own assessment in full and in plain English, because they are the only person who can act on it. I will not support the publication of individual property risk ratings. Publishing that data would affect people's insurability and the value of their homes without their consent, and no Council should do that to a ratepayer.

Council's own land

The pilot has already surfaced the uncomfortable case. A household that had managed its own risk properly, and was assessed as relatively low risk as a result, still faced a dominant residual threat from the land next door. That land was managed by council.

This document already commits to holding Council land and road reserves to the same fuel management standard Council expects of ratepayers. That commitment now has evidence behind it, and it needs a method rather than a sentiment. Council should know, area by area, what risk its own land transfers onto the private property beside it, and it should be publishing the works programme that follows and reporting against it. If we are going to ask a landowner at Sandfly or Snug to manage their block, we have to be able to show what we are doing with ours.

A council I lead will:

- Review all environmental regulations for their impact on fuel load management and fire risk

- Work directly with rural landholders on practical fuel reduction strategies
- Extend green waste collection arrangements in the lead up to fire season to assist landholders in preparing their properties
- Hold Council land and road reserves to the same fuel management standard Council expects of ratepayers
- Assess Council owned and Council managed land for the bushfire risk it transfers onto adjoining private property, publish the works programme that follows from it, and report progress against that programme annually
- Back defensible space at street scale rather than house by house, with Council as coordinator and facilitator rather than sole funder, beginning in the areas of highest assessed exposure
- Establish a mitigation evidence register recording every fuel reduction, firebreak, access improvement and flood mitigation project to a standard insurers can actually use, and provide it to insurers annually
- Publish what the pilot with RACT, the City of Hobart and the University of Tasmania Fire Centre finds, what it has cost Kingborough, and what Council intends to do with the results
- Give every participating landowner their own property assessment in full and in plain English, and oppose the publication of individual property risk ratings
- Allow burn registration flexibility for multiple or larger piles, rather than one pile at a time, where it is safe to do so
- Support biochar and other alternatives for landholders who cannot safely burn
- Ensure environmental policy explicitly accounts for bushfire risk as a primary threat to biodiversity
- Advocate to state and federal government for funding and support for community based fuel load management, including the Commonwealth Disaster Ready Fund application that would allow the current pilot to be extended beyond Hobart and Kingborough
- Support continued funding for the University of Tasmania Fire Centre, one of very few bushfire research centres of its kind anywhere in the world and a Tasmanian asset worth keeping

Priority 8. Infrastructure for a Growing Community

Kingborough is one of Tasmania's fastest growing municipalities. Roads, community facilities, and open spaces must keep pace with population growth. Council must plan ahead, not react after the fact.

Infrastructure investment will naturally be weighted toward urban areas where the majority of the population lives. That is responsible financial planning. But population size does not excuse neglect. Every part of Kingborough, from Kingston to Snug, Margate, Woodbridge, and Bruny Island, deserves infrastructure maintained to a safe and functional standard appropriate to its community's needs. Elderly residents, mobility impaired residents, and vulnerable communities in regional areas should not be left with unsafe footpaths, deteriorating roads, or unmet basic infrastructure needs simply because they live outside the urban core. The principle is not equal spending. It is that no community should be left behind.

As Mayor I will:

- Develop a 10 year infrastructure plan aligned to population growth projections

- Prioritise road safety and traffic management in high growth areas
- Advocate strongly to state and federal government for Kingborough's fair share of infrastructure funding
- Deliver community facilities that reflect current and future community need
- Introduce mandatory independent delivery oversight for all capital works projects above a defined threshold, with public reporting milestones
- Ensure council project management failures such as the Kingston bus interchange and Summerleas Road underpass are never repeated. Systemic issues identified in independent reviews must be acted upon
- Assess road access and egress in the areas of highest bushfire exposure as part of the 10 year plan, because a single road in and out is an infrastructure problem long before it becomes an emergency services problem

The register residents built

Residents supplied their own infrastructure list, unprompted, when I published this priority. It is the starting input to the 10 year plan consultation rather than a substitute for it, and every item will be assessed on merit, cost and safety. Publishing it here is the proof that community feedback leads somewhere.

- Seal Summerleas Road, and a footpath through to the fire station
- Seal Tyndall Road through to the dog beach
- Finish Bundalla Road
- Impara Drive at Oyster Cove, listed for bitumen in the 1980s and still a dirt track
- Potholes on Allens Rivulet Road
- A pedestrian crossing at Margate, and a safe crossing for Margate Primary
- The Sandfly Road turn onto the Channel Highway at peak hour
- Bus shelters on Redwood Road and through the Channel
- The Spring Farm to Kingston View Drive connector
- Overtaking lanes on the bypass
- Drainage on the Alonnah footpath



Kingston Primary School.

Priority 9. Bruny Island: Infrastructure and Funding Reform

Get the ferry numbers released, share State road costs fairly, and work with the State on a legislated visitor contribution locked to the island.

Bruny Island: the problem

Bruny Island is loved to death. 220,525 interstate and overseas visitors came to the island in the year to March 2026, about one in six of everyone who visits Tasmania ^[1]. That is 3.6 times the number in 2007–08 ^[2]. Add the Tasmanians who cross for a day or a weekend, last measured at more than 80,000 a decade ago and likely far higher now ^{[3][4]}, and the island carries close to 380,000 visitor trips a year ^[4]. It has 1,008 permanent residents ^[5].

Those residents and the island's property owners pay about \$1.8 million a year in rates ^[14]. Council's capital works on the island were about \$664,000 in 2024–25, \$698,000 in 2025–26 and \$1.04 million in 2026–27 ^{[16][17]}. Running the island's waste service alone costs about \$728,000 a year ^[18]. Rebuilding Adventure Bay Road will cost \$2.46 million over three years, and Lighthouse Road sealing has design money but no construction funding ^[16].

Visitors pay a ferry fare to a private company and nothing to Bruny. A visitor car pays \$58.60 return ^[11]. From 1 December 2026 visitors will pay a 15 per cent peak-season surcharge on top, about \$8.80 a car. It stays with the operator. None of it reaches the island's roads, toilets, waste or boat ramps ^[11].

The data gap: first commitment

Nobody outside the Transport Commission knows how many people cross to Bruny each year. The last published figure is "in excess of 120,000 vehicles" in 2016–17 ^[2]. The State's own peak-season count stopped in 2019 ^[7]. The ferry operator must report patronage to the Commission every month under its contract, but the numbers are not released ^[6]. In one Christmas week in 2018–19 the ferry carried 5,800 vehicles and 23,000 people ^[8]. The best current estimate is about 180,000 vehicles and 760,000 passenger movements a year ^[4].

The first step is to get the numbers released, by fare class, from 2018–19 to today. I will ask Council to request them formally and I will pursue them through the State.

Interstate and overseas visitors

The Tasmanian Visitor Survey (TVS) is the only continuous series. It interviews visitors aged 14 and over as they leave the State by air or on the Spirit of Tasmania and asks which places they visited. It does not count Tasmanians. The Bruny series since the pandemic ^[1]:

Year ending	All visitors	Interstate	International	Stayed overnight	Overnight share
June 2021	85,919	85,245	674	34,026	39.6%
June 2022	130,952	126,528	4,424	49,497	37.8%
June 2023	212,676	179,772	32,904	70,740	33.3%
June 2024	228,118	181,433	46,685	68,367	30.0%
June 2025	211,217	178,791	32,426	63,178	29.9%
December 2025	231,858	188,507	43,351	64,842	28.0%
March 2026 (latest)	220,525	175,114	45,411	63,464	28.8%

Source: Tourism Tasmania TVS dashboard (Roy Morgan), rolling 12 months, extracted 12 September 2026 ^[1]. Earlier years: 61,400 (2007–08), 101,190 (2014–15), 147,807 (2016–17), from the Bruny Island Tourism Strategy 2017, citing the TVS ^[2].

Profile, year to March 2026: about 71 per cent are day visitors and 29 per cent stay overnight (average 2.3 nights); 83 per cent are on holiday; 40 per cent travel as couples and 31 per cent as families; 32 per cent come from New South Wales, 28 per cent from Victoria and 23 per cent from Queensland; 84 per cent arrived in Tasmania by air. The Neck lookout alone was visited by 169,760 people. International visitors have risen from under one per cent of the total in 2021 to about 20 per cent ^[1].

The options that have been assessed

Six ways of returning a visitor contribution to the island have been assessed. The table sets out what is feasible and why. No option is being put forward as the answer at this stage. The rate, the design and the choice between options are for consultation with islanders, operators and the tourism industry, and for the Tasmanian Parliament. ^[4]

Option	Assessment	Why
A dedicated State Act creating a visitor contribution, exemptions, a collection duty on the ferry operator and a fund locked to the island	Feasible. The only robust route	A compulsory charge for public purposes that is not a payment for a service is a tax, and taxes must be imposed by Parliament (Constitution Act 1934 (Tas), ss 37 and 38; <i>Air Caledonie International v Commonwealth</i> , 1988). Every island levy examined, from Stewart Island to Rottnest, rests on statute
A fare restructure inside the existing ferry contract, with the State's subsidy adjusted and the saving budgeted to Bruny	Feasible now, without legislation, but weak	The Transport Commission approves fares (contract clause 8). Lawful as a fare, but the money stays with the operator unless the subsidy is adjusted, and the island's share is a budget promise rather than a legislated fund

Option	Assessment	Why
A surcharge directed by the Transport Commission under the contract and remitted to the Crown	Not feasible without an Act	It is a tax by another name; the Commission has no taxing power; the contract gives fare revenue to the operator
A Kingborough Council levy under the Local Government Act 1993	Not feasible	Councils may charge for their own property and services (s 205) and rate rateable land (ss 93 and 94). A charge on people using a State ferry and State terminals is a tax on non-ratepayers, which no council power allows
A terminal or wharf access fee at Kettering or Roberts Point	Not feasible beyond cost recovery	The terminals are State road reserve licensed to the operator; the Roads and Jetties Act 1935 has no toll power; a fee above terminal costs becomes a tax
A Parks and Wildlife entry fee for South Bruny reserved land	Feasible by regulation, but partial	The National Parks and Reserves Management Act 2002 (ss 30 and 60) permits entry charges on reserved land only; it cannot fund council roads or toilets and the money goes to consolidated revenue

Two things follow. Council cannot do this on its own; it needs a State partner and an Act. And any Act must put the modelling, the exemptions and the fund on the face of the legislation. On 9 September 2026 the Legislative Council defeated the State's own short-stay levy for want of exactly those things ^[23].

Modelling in the working paper indicates that each \$1 per visitor per visit, with islanders, property owners and workers exempt, would return roughly \$0.3 million a year to the island after collection costs. The rate and the design are matters for consultation and for the Parliament. ^[4]

Exemptions under consideration

Whatever design is chosen, the following exemptions are on the table. They are presented as options, not as a settled scheme.

- Bruny residents, both owner-occupiers and renters, and the members of their households. Verified through the resident register the ferry operator already runs (rates notice or lease, licence and registration, windscreen barcode) ^[12].
- Property owners and ratepayers who do not live on the island, and their households. Same register ^[12].
- Anyone travelling in a registered resident or landowner vehicle: family and guests ^[12].
- People travelling to the island for work: tradespeople, contractors, deliveries, nurses, teachers, aged-care and allied-health staff, emergency services, council and utility staff. Verified through the commercial fare class or annual registration.
- Children and young people under 18. Stewart Island exempts under-18s; Rottnest charges children about half the adult fee ^{[24][25]}.
- **Kingborough ratepayers.** Ratepayers of the municipality that already funds the island's services through their rates could be exempted as ratepayers. This is a property criterion, not a residence criterion, which matters legally (see the caveat below). On the working paper's assumption that Kingborough residents make about 30 per cent of Tasmanian visits, it would reduce the Tasmanian-visitor share of any contribution by about a third ^[4].

Legal caveat. Exemptions tied to a connection with the island, or to paying rates, are lawful. An exemption or a lower rate based on living in Tasmania rather than interstate is not: section 117 of the Constitution prohibits a State from treating residents of other States worse than its own (*Street v Queensland Bar Association*, 1989). A Kingborough ratepayer exemption is lower risk than a Tasmania-wide one but is a partial proxy for residence and needs Crown Law advice before it goes into a Bill. This is not legal advice. ^[4]

No added cost at the booth: the State regulates the fare

The State sets the fares on the Bruny ferry. The Transport Commission must approve every fare change, resident fares are capped at CPI and visitor fares at 5 per cent a year ^{[6][13]}. That means a visitor contribution does not have to be an impost on top of today's fare. The State can approve a lower base fare and a visitor contribution of the same amount, so the total a visitor pays at the booth does not rise; the difference goes to the island instead of the operator. From 1 December 2026 visitors will pay a 15 per cent peak-season surcharge, about \$8.80 a car, that stays with the operator ^[11]. That headroom shows the contribution can sit inside what visitors are already being asked to pay. The operator's position is settled through the State's existing subsidy arrangements ^[20] and the contract, which expires in September 2028 and is up for its first extension decision now ^[6].

Why this needs the State, and the timing

Council cannot legislate a visitor contribution. It needs an Act of the Tasmanian Parliament, a collection arrangement with the ferry operator and a fund that can only be spent on Bruny. I am working with the State Government on the options now.

The timing is right. The ferry contract expires in September 2028 and its first extension decision is due in September 2026 ^[6]. The operator is being sold to Journey Beyond, with completion expected before the end of 2026 subject to the Transport Commission's consent ^{[21][22]}. Those are the moments when collection can be written into the contract at no cost to the taxpayer.

This is not a new idea. Islanders first proposed a landing fee in 2008. Council resolved to support a visitor levy in October 2016. Council's 2023 submission to the Future of Local Government review proposed a Bruny Island Board funded partly by a State-introduced visitor levy, and the then Mayor publicly suggested a \$5 visitor fee the same month. Friends of North Bruny and the 2018 Bruny Life survey of 691 residents backed the principle ^{[28][14][29][30]} ^[31]. What has been missing is the data, a legal pathway and a State partner.

As Mayor I will:

- Get the ferry numbers released, by fare class, from 2018–19 to today, through a formal Council request and through the State
- Progress a formal cost-sharing framework with the State Government for State roads on the island
- Work with the State Government on a legislated pathway for a visitor contribution, designed with islanders, operators and the tourism industry, with every dollar locked to Bruny and reported publicly
- Keep exemptions for Bruny residents, non-resident property owners and ratepayers, family and guests in registered vehicles, and the people who travel to the island for work, as options in every design considered
- Consult non-resident property owners and shack owners directly rather than through resident groups alone

- Fix the Kettering ferry queue backing onto the Channel Highway as a safety problem in its own right, alongside any visitor contribution rather than after it
- Seek a fair deal on ferry costs for the essential workers who commute to the island, and for the tradespeople and support workers based on Bruny who bear weekly ferry costs moving vehicles and equipment



Celebrating a local achievement on Bruny Island.

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Priority 10. Direct Communication and Zoning Transparency

Residents should never discover that their property rights have changed through a third party, a social media post, or after the fact. The LCZ debacle exposed a systemic failure in how council communicates with affected landowners. That must never happen again.

- Mandatory written notification to every affected household before any proposed zoning change is progressed
- Plain English explanation of what a proposed change means for the specific property
- Genuine opportunity for the owner to respond before any decision is made
- Council to maintain a public register of all proposed zoning changes and notification records
- Advocate for this standard to be embedded in state planning legislation



Community volunteers running a fundraising raffle at Mitre 10.

Priority 11. Restoring Democratic Accountability and the Schedule 1 Test

Kingborough's departments have too often reversed the proper order of governance. Departments are designing policy and councillors are following it. That is not democracy. It is bureaucracy unchecked. Elected councillors are the representatives of the community. Staff are the servants of that community. The CEO and senior staff are employed to deliver the community's wishes through due process, not to determine what those wishes should be.

As Mayor, I will work with councillors and the CEO to restore the correct relationship between elected representatives, staff, and the community.

- Partner with the CEO on a measurable cultural reform framework with community engagement milestones, fostering a genuine 'can do' culture across all departments
- Require all departments, particularly planning and engineering, to assist ratepayers through regulation, not obstruct them
- Require staff to proactively advise ratepayers and developers on the most efficient path to their goals
- Ensure councillors set direction and departments follow it, not the reverse
- Expert advice must account for the full range of community impacts and must not substitute for elected decision making
- Ensure consultant briefs require assessment of all relevant community impacts, not just environmental or technical metrics
- Require Council to record its bushfire and flood mitigation work to an evidence standard insurers can use, and report annually to Council on what has been provided and what has come back, so ratepayers can see whether the work they fund is being counted

The Schedule 1 test

Council must push back on reports, recommendations, or consultant advice that fail to address the Schedule 1 objectives of the Land Use Planning and Approvals Act 1993, known as LUPAA.

What is Schedule 1 of LUPAA, and why does it matter?

Schedule 1 sets out the statutory objectives of the Tasmanian Resource Management and Planning System. These objectives are not optional. They are the legal foundation against which all planning decisions in this state must be measured. Schedule 1 requires planning decisions to promote the sustainable development of natural and physical resources, maintain ecological processes, encourage public involvement, and share responsibility for resource management between the various spheres of government, industry, and the community.

Critically, Schedule 1 also requires planning decisions to consider the social and economic wellbeing of the community, not just environmental protection. It explicitly obliges decision makers to balance environmental, social, and economic factors. It is not a tick box for one at the expense of the others.

The problem in Kingborough is that too many reports placed before council deal with only one or two of the Schedule 1 objectives, usually the environmental ones, while ignoring the economic and social wellbeing objectives entirely. That runs counter to the spirit of the Act. It produces lopsided decisions. And it has contributed directly to the planning failures this community has lived through.

Under my leadership, council will insist that every planning report addresses all of the Schedule 1 objectives, including real world impacts such as loss of finance access, unaffordable insurance, land devaluation, economic stagnation, and social harm. Unaffordable insurance sits in that list deliberately. It is a measurable economic harm, it is rising, and in Kingborough it is driven by a physical risk that Council holds real instruments to reduce. A report that treats it as somebody else's problem has not done the job the Act requires.

Opposing federal overreach on biodiversity and private property rights

The federal Nature Repair Market, established under the Nature Repair Act 2023, creates a national biodiversity certification and trading framework. Recent amendments now allow biodiversity certificates to be used as environmental offsets under state and territory planning schemes. This has direct implications for Kingborough landowners.

Landholders who participate can be required to commit to 50 to 100 year land management agreements, with significant ongoing costs and restrictions on land use, value, and financing. If this framework flows unchecked into Tasmania's planning system, it will further erode private property rights in Kingborough.

Tasmania already has an instrument of the same kind. Part 5 agreements under the Land Use Planning and Approvals Act 1993 are registered on title, bind successors in title, and can outlast the owner who signed them. Rural landowners raised them with me directly during this campaign, and they deserve the same scrutiny I am applying to the federal framework.

Council under my leadership will:

- Monitor and actively oppose any attempt to use federal biodiversity market mechanisms to impose additional offset obligations on Kingborough landowners
- Advocate through the Local Government Association of Tasmania for councils to have a formal voice in how federal and state biodiversity frameworks are applied locally
- Ensure Kingborough does not enforce gold plated federal obligations or adopt them beyond the minimum required by law
- Commission an assessment of how the Nature Repair Act and associated state frameworks could affect Kingborough landowners, and report findings publicly
- Review Part 5 agreements under the Land Use Planning and Approvals Act 1993 as an existing local instrument of the same kind as the federal Nature Repair Market, so landowners can see plainly what they are committing to and for how long
- Publish that assessment in full and in plain English, as already promised, rather than reporting it in summary



Australia Day community celebrations.

Priority 12. Community Engagement as a Prerequisite for Policy Making

A direct correlation exists between the absence of meaningful community engagement in Kingborough's land use policies over the past two decades and the volume of perverse outcomes those policies have produced. The Biodiversity Offset Policy, the LCZ nomination, and the Trees on Private Land Bylaw were all developed without genuine consultation with the communities most affected.

No land use policy, strategy, or bylaw will be adopted without direct, meaningful community consultation. Expert input is necessary, but it is not sufficient.

I have peers on council whom I respect who believe Kingborough over consults, and that as elected officials we should trust our own judgement, act swiftly, and get on with the job. I understand the argument, and in some cases I have sympathy with it. But my own experience points in the other direction. The greatest damage to the relationship between council and community over the past decade has come from moments when we failed to consult or failed to communicate, not from moments when we consulted too much.

Ask yourself a simple question. Do councils get into more trouble for over communicating with their community, or for under communicating? The answer to that question tells you exactly where the solution lies.

As Mayor I will institute the following:

- Mandatory community consultation before any land use policy, strategy, or bylaw is adopted
- Consultation must directly engage affected landholders, rural residents, and relevant local industries, not just subject matter experts
- All consultation processes to be publicly reported, with responses and outcomes documented

- Council must always remember who it works for. Significant planning and zoning changes must never again be pushed through without adequate community input

Residents are not an afterthought in the governance process. They are the reason for it.



Presenting medals at a Kingborough gymnastics competition.

Priority 13. Sport, Recreation, and a Medical Services Precinct for Kingborough

Kingborough needs community and sporting infrastructure that matches its growth and its ambition. The unanimous council approval of the Tasmania Devils AFL High Performance Centre at Twin Ovals in December 2025, alongside the ongoing Jack Jumpers presence and engagement with our municipality, is a strong example of what is possible when leadership is constructive and forward looking.

Our sporting precinct is one of the distinctives of our area. Not every resident is sports mad, but a well planned, well supported sporting precinct delivers enormous benefit to our young people, our families, and the majority of the community who engage with sport at some level. It is also a magnet for investment, visitors, and community pride. The planning decisions made years ago that set the groundwork for what we are now seeing delivered are paying substantial dividends today. That is what foresight in local government looks like, and it is a reminder of the good that this council can do when it gets its decisions right.

But these are more than just sporting facilities. They are anchor tenants that create a genuine opportunity to attract associated businesses and services to Kingborough, particularly in sports medicine, orthopaedic care, physiotherapy, rehabilitation, imaging, and allied health. Elite sport requires elite medical support, and that support creates jobs, rate revenue, and services that benefit the whole community.

A medical services precinct for the south

As Mayor, I will pursue a specific initiative to attract medical, orthopaedic, and allied health businesses to Kingborough on the back of the Devils and Jack Jumpers presence.

I will:

- Investigate a dedicated area plan, in a suitable location, to make it easier for medical and allied health providers to establish here than is currently the case
- Identify where that precinct should be located, and how council's planning framework can support rather than obstruct its development
- Look at how we can expand medical services generally in Kingborough so residents do not have to travel into Hobart for routine and specialist care
- Ensure the Channel and Huon Valley communities benefit, since they currently travel through or past Kingborough to reach hospital and specialist services in the city

Done well, this is a genuine win for the whole region. It brings health services closer to where people live. It draws industry and revenue into our local area. It supports our small businesses. And it positions Kingborough as the natural service centre for the south.



With players and coaches at a Kingborough cricket club.

Broader sport and recreation

- Ensure the Devils High Performance Centre delivers local jobs, trades, and economic benefit during construction and operation
- Protect ratepayer interests throughout delivery of the project
- Use this project as a model for attracting further state and national investment in community and sporting infrastructure
- Develop a Sport and Recreation Infrastructure Plan that maps current gaps and future needs across the municipality
- Prioritise accessible and affordable facilities for all age groups, including young people and the ageing population
- Publish a replacement timeline for the mountain bike park, with a site and a date rather than an intention
- Publish the same for the dog park, with a site and a date
- Consult before a decision is taken, rather than announce it afterwards
- Publish the High Performance Centre community access arrangements in plain English, so ratepayers can see what they get to use and when

A pool for Kingborough

A Kingborough pool is the facility residents raise with me more than any other, and it comes up in almost every conversation about sport and recreation. Council is expected to state a position in the coming weeks. I will not pre-empt that process, but I will not duck it either. When Council reports, I will publish a full response with real numbers: what it would cost to build, what it would cost to run each year, and what it would mean for rates. Residents are entitled to that arithmetic before anyone asks for their vote. What residents have described to me is not a grand aquatic centre. It is a modest, practical facility. That is the option I want costed properly.

Priority 14. Community Safety and Anti-Social Behaviour

Graffiti, hooning, and burnouts are not high-volume crime in Kingborough, but they are criminal offences rather than simple nuisance, and they are persistent. They degrade community amenity, damage property, and undermine residents' sense of safety and pride in their neighbourhood. The Twin Ovals precinct and surrounding public streets have been recurring sites of this behaviour, predominantly by visitors to the area.

Council currently operates CCTV infrastructure, but cameras are monitored by Tasmania Police reactively following incidents rather than proactively. Neighbourhood Watch and Crime Stoppers are under-utilised partners. These are solvable problems. They require better coordination, clearer obligations, and more efficient use of existing tools.

Community safety in Kingborough also has a bushfire dimension, and for many households it is the largest safety risk they face. That work sits in Priority 7, where the fuel load, defensible space and Council land commitments belong together, rather than being repeated here.

Graffiti reduction

Graffiti is an offence under section 15CA of the Police Offences Act 1935 (Tas). Marking graffiti without a lawful excuse carries a maximum penalty of 20 penalty units. Possession of graffiti equipment in a public place without lawful excuse is also an offence, and police may search and detain without a warrant. Destruction or injury to property under section 37 carries fines up to \$3,460.

Council already has a rapid removal policy for graffiti on its own assets, though residents rightly point out that the bypass, the underpasses and Council's own bus infrastructure are not always kept to that standard. Graffiti left in place signals neglect, invites repeat offending, and is well documented as a driver of further anti-social behaviour. The "broken windows" effect is not a theory. It plays out in communities that fail to respond quickly to visible disorder. The answer, though, is not to hand the bill to the property owner who has already been the victim of a crime.

As Mayor, I will:

- Pursue offender responsibility for clean-up, through police referrals and the courts, rather than the property owner wearing the cost of someone else's crime
- Establish a Council-facilitated graffiti removal service, at a reasonable fee, so an owner who wants help gets help instead of a notice
- Apply anti-graffiti coatings to Council assets, and hold Council's own infrastructure to the standard we ask of others

- Back mural and street art partnerships, with passive plantings to block access at the worst affected sites, including the Hungry Jacks retaining wall and the wall behind the Coles building
- Maintain Council's existing rapid removal policy for Council-owned assets
- Work with Tasmania Police on enforcement referrals for repeat offenders

Youth crime, hooning, and anti-social vehicle behaviour

Hooning in Tasmania is governed by the Police Offences Act 1935 (Tas) and the Traffic Act 1925 (Tas). Offences include deliberately creating unnecessary noise or smoke, causing loss of traction through burnouts, drag racing, and reckless or negligent driving. Maximum penalties include fines of 20 penalty units (\$2,800), up to three months imprisonment, driving disqualification of up to two years, and immediate vehicle confiscation and clamping by police. Prosecution and confiscation are Tasmania Police powers, not Council's. Council's role is to facilitate enforcement conditions, remove opportunity, and coordinate response.

Hooning and burnouts on and around the Twin Ovals precinct and on public streets in Kingborough are a recurring problem, largely driven by visitors to the area rather than residents. Repeated burnouts and street racing are criminal behaviour, not merely anti-social behaviour, and they should be described, reported and policed as such. It is not a high-frequency crime, but it causes real harm: noise, safety risk, property damage to grounds, and community distress. It is largely preventable with better-designed responses and smarter use of the infrastructure Council already has.

As Mayor, I will:

- Commission a CCTV coverage audit of high-incidence locations, including the Twin Ovals precinct and adjoining streets, and the locations residents have identified: Algona Road; Redwood Road at the Channel Highway end; Beach Road, Margate; Tinderbox Road and Brightwater Road; the Channel Highway near Barretta; Snug; Huon Road between Sandfly and Vines Saddle; Cloudy Bay on Bruny; the Golden Grove Drive area; and the Tinderbox Track carpark, to identify gaps in current camera placement and coverage quality
- Develop a prioritised installation plan based on audit findings, with funding considered through Council's annual budget review process and state co-funding explored where available
- Formalise a protocol with Tasmania Police for regular review of CCTV footage at identified anti-social behaviour hotspots, not solely in response to reported incidents
- Investigate access to real-time or near-real-time monitoring options for high-priority sites, including whether current infrastructure supports this capability
- Strengthen Council's partnership with Crime Stoppers Tasmania, including co-branded community awareness and reporting campaigns targeting hotspot areas
- Support and resource Neighbourhood Watch networks in Kingborough, including a formal partnership arrangement with Council for information-sharing, community alerts, and coordinated responses to emerging hotspots
- Review Council's existing CCTV governance policy to ensure it reflects contemporary privacy obligations and operational effectiveness
- Advocate to the State Government for a 24/7 staffed Kingston police station
- Run a reporting campaign with Crime Stoppers, because Kingborough currently reads in the statistics as one of the safest municipalities in the state, those statistics drive police resourcing, and an incident that is never reported never generates resourcing

These commitments involve a mix of administrative action, partnership building, and targeted capital investment. No budget envelope is fixed at this stage. Costs will be reviewed through Council's normal budget and procurement processes. State co-funding for CCTV infrastructure will be actively pursued.

Vote 1 Aldo Antolli - Councillor & Mayor, Kingborough 2026

Authorised by Aldo Antolli, 49 Dayspring Dr, Margate TAS 7054

Aldo Antolli | Councillor | Kingborough Council

Mobile: (0456) 809 620

Address: 49 Dayspring Drive, Margate TAS 7054

Email: aldo.antolli.kc@gmail.com

All views my own.

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