



CITY OF HOBART

AGENDA

OPEN PORTION OF THE COUNCIL MEETING
MONDAY, 29 APRIL 2024
AT 5.00 PM



THE MISSION

Working together to make Hobart a better place for the community.

OUR VALUES

THE COUNCIL IS:

PEOPLE

We care about people – our community, customers and colleagues

TEAMWORK

We collaborate both within the organisation and with external stakeholders drawing on skills and expertise for the benefit of our community.

FOCUS AND DIRECTION

We have clear goals and plans to achieve sustainable social, environmental and economic outcomes for the Hobart community.

CREATIVITY AND INNOVATION

We embrace new approaches and continuously improve to achieve better outcomes for our community.

ACCOUNTABILITY

We work to high ethical and professional standards and are accountable for delivering outcomes for our community.

VISION

OUR VISION, MISSION AND VALUES HOBART: A COMMUNITY VISION FOR OUR ISLAND CAPITAL

Hobart breathes.

Connections between nature, history, culture, businesses and each other are the heart of our city

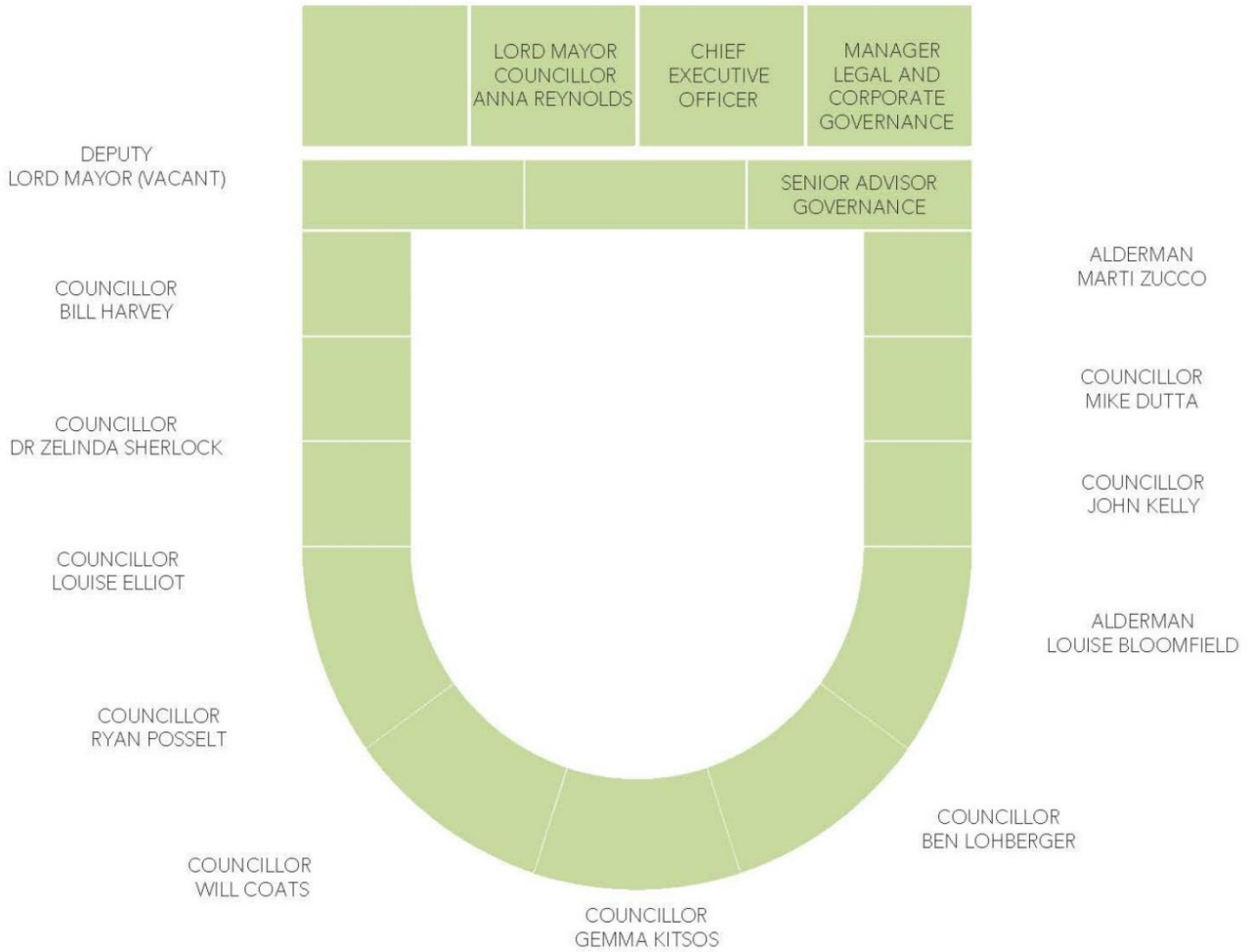
We are brave and caring.

We resist mediocrity and sameness.

As we grow, we remember what makes this place special.

We walk in the fresh air between all the best things in life.





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A MEETING OF THE OPEN PORTION OF THE COUNCIL WILL BE HELD IN THE COUNCIL CHAMBER, TOWN HALL ON MONDAY, 29 APRIL 2024 AT 5.00 PM.

**Michael Stretton
Chief Executive Officer**

The title Chief Executive Officer is a term of reference for the General Manager as appointed by Council pursuant s.61 of the *Local Government Act 1993* (Tas).

ELECTED MEMBERS:

Lord Mayor A.M Reynolds
Alderman M Zucco
Councillor W F Harvey
Councillor M S C Dutta
Councillor Dr Z E Sherlock
Councillor J L Kelly
Councillor L M Elliot
Alderman L A Bloomfield
Councillor R J Posselt
Councillor B Lohberger
Councillor W N S Coats
Councillor G H Kitsos

APOLOGIES:

LEAVE OF ABSENCE: Nil.

1. ACKNOWLEDGEMENT OF COUNTRY

2. CONFIRMATION OF MINUTES

The Chairperson reports that she has perused the minutes of the meeting of the Open Portion of the Council meeting held on [Tuesday, 19 March 2024](#), finds them to be a true record and recommends that they be taken as read and signed as a correct record.

3. TRANSFER OF AGENDA ITEMS

Are there any items, which the meeting believes, should be transferred from this agenda to the closed agenda or from the closed agenda to the open agenda, in accordance with the procedures allowed under Section 15 of the *Local Government (Meeting Procedures) Regulations 2015*?

4. COMMUNICATION FROM THE CHAIRPERSON

5. NOTIFICATION OF COUNCIL WORKSHOPS

In accordance with the requirements of the *Local Government (Meeting Procedures) Regulations 2015*, the General Manager reports that the following workshops have been conducted since the last ordinary meeting of the Council.

Date: 25 March 2024
Purpose: Climate Ready Hobart Update | Rating and Valuations Strategy Review

Attendance:

The Lord Mayor Councillor A Reynolds, Deputy Lord Mayor Councillor H Burnet, Councillors B Harvey, M Dutta, Z Sherlock, J Kelly, L Elliot, Alderman L Bloomfield, and Councillor R Posselt.

Leave of Absence:

Councillor W Coats

Date: 8 April 2024
Purpose: 2024-25 Budget Development | Transport Strategy and Parking Plan

Attendance:

The Lord Mayor Councillor A Reynolds, Alderman M Zucco, Councillors B Harvey, M Dutta, Z Sherlock, J Kelly, L Elliot, Alderman L Bloomfield, Councillors R Posselt and B Lohberger.

Date: 15 April 2024
Purpose: Informing the Climate Strategy | Governance Changes

Attendance:

The Lord Mayor Councillor A Reynolds, Alderman M Zucco, Councillors B Harvey, M Dutta, Z Sherlock, J Kelly, L Elliot, Alderman L Bloomfield, Councillors R Posselt and B Lohberger.

Date: 22 April 2024
Purpose: North Hobart Neighbourhood (Structure Plan)

Attendance:

Alderman M Zucco, Councillors B Harvey, M Dutta, Z Sherlock, J Kelly, L Elliot, Alderman L Bloomfield, and Councillor R Posselt.

Apologies:

The Lord Mayor Councillor A Reynolds, and Councillor B Lohberger

6. PUBLIC QUESTION TIME

Regulation 31 *Local Government (Meeting Procedures) Regulations 2015*.
File Ref: 16/119-001

6.1 Public Questions

7. PETITIONS

8. CONSIDERATION OF SUPPLEMENTARY ITEMS

Ref: Part 2, Regulation 8(6) of the *Local Government (Meeting Procedures) Regulations 2015*.

RECOMMENDATION

That the Council resolve to deal with any supplementary items not appearing on the agenda, as reported by the Chief Executive Officer in accordance with the provisions of the *Local Government (Meeting Procedures) Regulations 2015*.

9. INDICATIONS OF PECUNIARY AND CONFLICTS OF INTEREST

Ref: Part 2, Regulation 8(7) of the *Local Government (Meeting Procedures) Regulations 2015*.

Elected Members are requested to indicate where they may have any pecuniary or conflict of interest in respect to any matter appearing on the agenda, or any supplementary item to the agenda.

REPORT OF THE CHIEF EXECUTIVE OFFICER

10. Appointment of Deputy Lord Mayor
File Ref: F24/30215

Report of the Chief Executive Officer of 24 April 2024.

Delegation: Council



City of **HOBART**

MEMORANDUM: COUNCIL

Appointment of Deputy Lord Mayor

This report addresses the vacancy of the role of Deputy Lord Mayor which has arisen as the result of the resignation of Councillor Helen Burnet.

Councillor Helen Burnet resigned as Deputy Lord Mayor and Councillor on 9 April 2024 in accordance with s47 of the *Local Government Act 1993* ("the Act"). Section 47(5) of the Act states that a councillor who holds the office of a mayor or deputy mayor and resigns as councillor ceases to hold such office.

Section 44(4) of the Act states that if the office of Deputy Lord Mayor becomes vacant for any reason, the councillors are to elect one of their number to the office of deputy in the prescribed manner for the balance of the term. It is noted that there is no ability to rotate Elected Members through the role of Deputy Lord Mayor.

As prescribed by the Division 1 of the *Local Government (General) Regulations 2015*, on Tuesday 23 April 2024, I wrote to Elected Members seeking nominations for the position of Deputy Lord Mayor; the nomination period ran from Tuesday 23 April 2024 until 12 noon on Friday 26 April 2024. Candidates for the position were also advised they were able to appoint as a scrutineer a person, who is not a councillor, by written notification to myself, before the ballot commences.

In the event that there is more than one nominee and as prescribed in the *Local Government (General) Regulations 2015*, a ballot is required if there is more than one nomination.

At the appropriate time during the meeting, as provided for by the agenda, the Chair shall suspend standing orders to provide for the holding of the ballot.

Each candidate will be provided a 3 minute period to present to the Council in support of their nomination.

Councillors present at the meeting at which the ballot is to be conducted are to appoint an Elected Member, who is not a candidate, to preside at the meeting for the period of the ballot, which may require a ballot if more than one candidate comes forward.

Given this, the following approach is to be taken to appoint a Deputy Lord Mayor:

- i. Each councillor present at the meeting, whether a candidate or not, is to be given a ballot paper on which are printed in alphabetical order the names of all the candidates.
- ii. Voting is to be carried out by secret ballot.
- iii. Each councillor is to vote for one candidate by striking through the names of the other candidates for whom the councillor does not intend to vote.
- iv. The counting of votes will be conducted in a room other than the council meeting room. A scrutineer is entitled to be present at the count.
- v. If the names of more than 2 candidates appear on the ballot paper and no candidate receives a simple majority, the following procedure applies:
 - a. the candidate who received the smallest number of votes is to be excluded as a candidate;
 - b. new ballot papers, which have the names of the continuing candidates printed on them in alphabetical order, are to be prepared;
 - c. one of those new ballot papers is to be given to each councillor present at the meeting, whether a candidate or not;
 - d. This procedure is to be repeated until one candidate receives a simple majority.
- vi. On any count with more than 2 continuing candidates, if 2 or more candidates receive an equal number of votes and that number is the smallest number, the candidate to be excluded is the candidate whose name is first drawn on a drawing or casting of lots*
 - a. If there are only 2 continuing candidates in a count and each receives an equal number of votes, a new ballot is to be conducted.
 - b. If a ballot conducted results in an equal number of votes for each continuing candidate, the successful candidate is the candidate whose name is first drawn on a drawing or casting of lots
- vii. The CEO is to declare the successful candidate elected to the office of Deputy Lord Mayor.

*To draw or cast lots, a returning officer is to –

- (a) make out, in respect of each candidate to be included in the draw, a slip bearing that candidate's name; and
- (b) place each of the slips in a separate identical hollow opaque sphere; and
- (c) place the spheres in a container sufficiently large to allow those spheres to move about freely when shaken or rotated; and
- (d) shake or rotate the container and permit any other person present who wishes to do so to shake or rotate the container; and
- (e) take out of the container and open one of the spheres to obtain the enclosed slip; and
- (f) record the name of the candidate which appears on that slip; and
- (g) repeat the process specified in paragraphs (d) , (e) and (f) until all spheres have been removed from the container.

RECOMMENDATION**That:**

1. Council pursuant to section 5(3) of the *Local Government (General) Regulations 2015* appoints [Name to be determined], who is not a candidate for Deputy Lord Mayor, to preside at the meeting for the period of the ballot.
2. Council pursuant to section 44(5) of the *Local Government Act 1993 (Tas)* appoint [Name to be determined] as Deputy Lord Mayor for the remainder of the current term of office, in accordance with the process set out in this report.

As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.



Michael Stretton
CHIEF EXECUTIVE OFFICER

Date: 24 April 2024
File Reference: F24/30215

OFFICER REPORTS

11. City of Hobart Rating and Valuation Strategy 2024-28 File Ref: F24/26719

Report of the Manager Rates, Procurement and Risk and Director City Enablers of 24 April 2024 and attachments.

Delegation: Council

**REPORT TITLE: CITY OF HOBART RATING AND VALUATION
STRATEGY 2024-28****REPORT PROVIDED BY:** Manager Rates, Procurement and Risk
Director City Enablers**1. Report Summary**

- 1.1. The purpose of this report is to present the inaugural City of Hobart Rating and Valuation Strategy 2024-28 (the Strategy) for consideration and approval.
- 1.2. The Strategy follows a 12-month review of the City's rating practices, conducted through a series of Elected Member workshops and included community consultation.
- 1.3. The community benefit is consistent with the Capital City Strategic Plan 2023, strategy 8.2.5 – maintain a rating system that supports fairness, capacity to pay and effectiveness.

2. Key Issues

- 2.1. In January 2023 Council approved a proposal to undertake a review of the City's rating and valuation practices (the Review) for the purpose of developing a rating and valuation strategy for the City.
- 2.2. A rating strategy is the method by which councils consider decisions about how rates will be raised from properties in the municipal area and how different properties e.g. residential, commercial, etc should share the amount of rates to be paid. A rating strategy doesn't consider how much the City needs to raise from rates, this is calculated in the City's budget.
- 2.3. Council considered it important for the City to have a rating and valuation strategy consistent with taxation principles of fairness, equity, simplicity, capacity pay, sustainable for the future thereby avoiding intergenerational equity issues and to ensure the City has sufficient rates revenue to meet the City's Community Vision and strategic objectives. This is particularly important because Rates comprise 65% of the City's revenue.
- 2.4. The Review considered every aspect of the City's rating and valuation practices including consideration of rating principles, which rating system the City should use e.g. pure rating with a single rate in the dollar or differential rating, what rating categories should be used and what differential rates (if any) apply to those categories and at what level they should be applied. The Review also considered the valuation base the City should use from the three available, the tools available to councils to distribute the rate burden, whether a fixed municipal charge or minimums should be adopted, a number of options for the City's

rating system to seek community feedback on and every Council rating policy.

- 2.5. As part of the Review, at its meeting on 30 October 2023, Council approved a change to the City's property valuation base for the purpose of rating from Assessed Annual Value to Capital Value to take effect from 1 July 2024 for the 2024-25 rating year. This has been incorporated into the Strategy.
- 2.6. Also as part of the Review, at its meetings on 19 February and 19 March 2024 Council approved amendments to its rates policies as part of the Review. These changes have also been incorporated into the Strategy.
- 2.7. The Review was conducted through a series of five Elected Member workshops and included community consultation from 28 November 2023 to 2 February 2024 on five rating options Council approved to obtain feedback from the Hobart community about which one provides the most fair and equitable distribution of Council rates across the municipal area. The community was also encouraged to put forward other ideas or options to be considered as part of the Review.
- 2.8. The City received valuable feedback and a number of key themes arose to be addressed in the Strategy, summarised in the attached Community Engagement Summary report proposed to be endorsed by Council and made available from the City's Your Say Hobart website in response to the feedback received from the Rating Review Options Paper.
- 2.9. One of the key themes was the concern that significant rate increases would occur, particularly for commercial properties, as a result of the City's move to rating using property capital values. This will not be the case. The Strategy includes the usage of capping of rate increases (maximum increase caps) for commercial and industrial properties. Capping is not required for residential properties as modelling shows there is little impact in the move to capital value rating.
- 2.10. The Review considered whether a new differential rate should be introduced to the City's rating system for commercial tourist accommodation providers on the basis of the demands on the City's services from these types of properties. However, these property types are already included in the Commercial differential rate, which is more than 2x higher than the Residential differential rate, recognising that these property types generally place greater demands on certain Council services; benchmarking found little usage of this type of differential rate amongst Australian councils for this purpose; feedback during community consultation from the tourism and hospitality sector did not support this proposal; these property types contribute positively to the economic development of the City and the City as a tourism destination; and it would be difficult to determine the specific benefits these property types receive as opposed to other commercial property

types that also benefit from the City's funding of tourism related activities, in order to determine the quantum of a separate differential rate.

- 2.11. While a separate differential rate for commercial tourist accommodation providers is therefore not proposed for this Strategy, it is proposed that a separate review is undertaken of Council's funding of tourism and tourist related activities for the City, which would determine whether the rating system should be used to address these issues.
- 2.12. An inaugural Strategy for the City for the four-year period 2024-28 is presented to Council for consideration of approval and adoption to take effect from 1 July 2024. It will be used to guide the rate raising practices of the City for the four-year period.
- 2.13. If approved, subject to final design, the document will be made public from the strategies and plans section of the City's website.

3. Recommendations

That:

- 1. The report 'City of Hobart Rating and Valuation Strategy 2024-28' be received and noted.***
- 2. The City of Hobart Rating and Valuation Strategy 2024-28 be approved to take effect from 1 July 2024.***
- 3. The Chief Executive Officer be authorised to make any required changes to the City of Hobart Rating and Valuation Strategy 2024-28 including final design and make it available from the strategies and plans section of the City's website.***
- 4. The Community Engagement Summary report be endorsed and made available from the City's Your Say Hobart site in response to the feedback received from the Rating Review Options Paper.***
- 5. An appropriate communications plan be developed and implemented to ensure ratepayers are made aware of the new Rating and Valuation Strategy 2024-28 for the City.***
- 6. A mid-term review of the City of Hobart Rating and Valuation Strategy 2024-28 be undertaken in 2026.***
- 7. A separate review of Council's funding of tourism and tourism related activities be undertaken in the next eighteen months.***
- 8. Developer contributions/user pays models are considered in the future in discussions with LGAT and the State Government.***
- 9. It be noted that Council's Rates and Charges Policy will be updated***

in June 2024 and presented to Council together with the Rating Resolution 2024-25 for approval.

4. Background

- 4.1. Due to the length of this report, the background information is provided as an attachment – refer **Attachment A**.
- 4.2. The outcomes from community consultation conducted as part of the Review are summarised in the Community Engagement Summary report – refer **Attachment B**. The written submissions are included as Appendix 1 to the Community Engagement Summary report – refer **Attachment C**. More information is included in section 9 of this report, below.
- 4.3. The draft inaugural City of Hobart Rating and Valuation Strategy 2024-28 is attached, refer **Attachment D**.

5. Legal, Risk and Legislative Considerations

- 5.1. An organisational rating and valuation strategy is not required under Tasmanian legislation; however, it is considered good practice. The City of Hobart will be the only council in Tasmania that has a rating and valuation strategy. It is a legislated requirement in some other jurisdictions interstate, some calling it a Rating / Revenue Strategy or Plan.
- 5.2. Part 9 of the LG Act sets out the provisions for rates and charges. It is noted that pursuant to Section 86A of the LG Act, *rates constitute taxation for the purposes of local government, rather than a fee for a service and.... the value of rateable land is an indicator of the capacity of the ratepayer... to pay rates.*
- 5.3. Part 9 of the LG Act provides councils with the framework for making their rates and charges resolutions. This framework provides a range of rating tools and approaches that provide councils with the flexibility to develop a rating strategy that is tailored to the needs of their municipal area. As part of the Review all of the rating tools available to Council have been considered.
- 5.4. Under the LG Act Tasmanian councils are required to adopt a Rates and Charges Policy.
- 5.5. Council's Rates and Charges Policy is required to be updated to reflect the change to Council's current rating strategy. This is a requirement pursuant to section 86B(4)(c) of the LG Act, which states that:

A council must review its rates and charges policy at the same time, or before, making under section 107 a variation of a rate or charge in

respect of a financial year, if such a variation of that rate or charge was not made in respect of the previous financial year.

- 5.6. Subject to Council's approval of the Strategy, the City's Rates and Charges Policy will be updated and presented to Council for approval in June 2024 together with the 2024-25 Rating Resolution as part of the Budget 2024-25 suite of documents.

6. Discussion

- 6.1. It is proposed that Council approve the City of Hobart Rating and Valuation Strategy 2024-28 and the Strategy be finalised and implemented from 1 July 2024. It will be used to guide the rate raising practices of the City for the four-year period and be subject to a two-year review.
- 6.2. The Strategy aims to:
- 6.2.1. Focus on sustainable, responsible, equitable rating to support the City's strategic outcomes.
 - 6.2.2. Be clear and transparent in how rates are set and what portion of the rates different property types pay.
 - 6.2.3. Outline the City's strategy for distributing the rates burden fairly and equitably.
 - 6.2.4. Enhance ratepayer understanding of the City's rating system.
 - 6.2.5. Support those ratepayers with least capacity to pay with their rate payment obligations.
 - 6.2.6. Be sustainable to ensure that programs, services and infrastructure needs of the community are met now but also into the future, as Hobart's population continues to grow.
 - 6.2.7. Avoid burdening future generations of ratepayers with large rate increases.
 - 6.2.8. Manage the impacts of change to property values through revaluation and indexation including where necessary phasing in changes to reduce its impact.
 - 6.2.9. Ensure the City has stable and predictable rate increases.
- 6.3. The Strategy includes the legislative provisions that Council must adhere to and operate within, the valuation base, the City's rating objectives, rating principles and proposed rating system to distribute the rates burden equitably; the differential types, levels and principles that will apply to that rating system, how revenue for key services will be raised, payment options and the support provided to those who have least capacity to pay in the Hobart municipal area.

- 6.4. The Strategy incorporates the Council decisions outlined in the background to this report in attachment A and the key themes arising from community consultation included in the attached Community Engagement Summary report, as follows:
- 6.4.1. Impact of property valuation and rate increases on the cost of living. The Strategy has a focus on capacity to pay and mechanisms to support ratepayers who are having difficulty meeting rate payment obligations as outlined in the City's Financial Hardship Assistance Policy and includes pensioner rates discounts and the City's approach to debt management.
 - 6.4.2. Stability and predictability in rate increases for all ratepayers in the move to Capital Value, including businesses and different property types. The Strategy includes rates capping limiting individual property rates increases in a move to Capital Value.
 - 6.4.3. Rating principles including fairness and equity, sustainability, simplicity and capacity to pay form the basis of the Strategy.
 - 6.4.4. Rating objectives including that the rating strategy produces rating outcomes that manage the impact of change and is aligned with the City's Capital City Strategic Plan 2023.
 - 6.4.5. Key messaging on how rates are raised and calculated.
 - 6.4.6. The Strategy outlines the entitlement of those properties that meet the requirements of the charitable rates exemption under the LG Act to the general rates exemption and that these properties continue, as they do now, to pay service rates and charges.
 - 6.4.7. Council's interim rating strategy differentials for short stay visitor accommodation and vacant residential land, reinforcing the existing policy positions for both.
 - 6.4.8. Clarity on differential rate settings and policy positions to create a fair and equitable result for all ratepayers.
- 6.5. In developing the Strategy all items in-scope for the Review have been considered. The reasons for the Strategy proposed are summarised as follows:

Rating Principles

- 6.6. As council rates are a form of taxation (a property tax) rather than a fee for services, the City's Strategy aligns with the principles of taxation, including the following, which have been adopted by Council in its Rates and Charges Policy:
- 6.6.1. Capacity to pay and equity – by considering the different levels of capacity to pay within the local community. In the case of

local government rating, it is determined on the value of property which reflects wealth, rather than the actual income of the ratepayer.

- 6.6.2. Benefit – by recognising that the Council services benefit the community as a whole.
 - 6.6.3. Simplicity – by using a rating system that is simple to understand and cost effective to administer. A simple rating system would have a limited number of rating differentials.
 - 6.6.4. Sustainability – by making revenue decisions that support the financial strategies for the delivery of infrastructure and services identified in Council's Long-term Financial Management Plan, Asset Management Plan and budget.
 - 6.6.5. Effectiveness / efficiency – by meeting the financial, social, economic and environmental, and other strategic objectives outlined in City's Capital City Strategic Plan 2023.
- 6.7. The Strategy has been developed and is underpinned on the basis of the taxation principles.

Developer Contributions / User Pays Models of Delivering Infrastructure

- 6.8. To fund and activate infrastructure development some councils across Australia, particularly in Queensland, Victoria and New South Wales use methods by which land/property developers contribute financially to infrastructure development. There are a number of names to describe these such as headworks charges, infrastructure contributions or charges, development contributions or developer charges.
- 6.9. As populations grow new infrastructure is required to activate development required for growing and new communities. However, creating new assets needs to be financed and each time development expands it puts pressure on Council's existing revenue sources, predominately rates. Developer/infrastructure contributions can be used to address these issues and fund investment in infrastructure in municipal areas.
- 6.10. In 2021-2022 The Local Government Association of Tasmania (LGAT) undertook a review¹ of developer/infrastructure contribution schemes in Tasmania, New South Wales, Queensland and Victoria and considered a best practice framework for Tasmania.
- 6.11. The LGAT review found "that Tasmania had a lower level of maturity to support the implementation of infrastructure contributions schemes and that there is no single, coherent legislative framework for applying

¹ LGAT Infrastructure Contributions Discussion Paper, April 2022
https://www.lgat.tas.gov.au/__data/assets/pdf_file/0030/1139691/LGAT-Infrastructure-Contributions-Discussion-Paper-11-April-2022.pdf

infrastructure contributions in a consistent and predictable way or that encourages the more advanced general charging approach with supporting guidance material for implementation. Instead, powers to levy charges for infrastructure are dispersed across a number of Acts that apply in specific circumstances, are only for a specific class of infrastructure, are fragmented and isolated from the planning process, or charges can be easily disputed and appealed, undermining certainty. None of the mechanisms provide a framework for delivering a consistent state-wide approach or clear guidance on establishing fully effective and efficient infrastructure contributions scheme. This leaves uncertainty for councils to resolve the extent of their legal authority to apply infrastructure contributions schemes and how schemes should be implemented in a fair and legally defensible way. As a result, Tasmania almost entirely lacks general charging schemes, the most efficient form of infrastructure contributions.”

- 6.12. The LGAT review found that other Australian jurisdictions have more advanced and mature contribution systems than Tasmania. “New South Wales, Queensland and Victoria all have a more cohesive and comprehensive legislative framework to support local government in implementing their own infrastructure contribution schemes. These frameworks are integrated into state planning legislation and are supported with detailed resources and guidance for councils to implement their schemes.”
- 6.13. While Council has used Part 5 Agreements in the past, if the Council was to consider the use of developer/infrastructure schemes in the future, the issues raised by LGAT would need to be considered and resolved. It is considered that the State Government would need to be involved to address the issues with the legislative framework and to ensure consistency and guidance for councils.
- 6.14. Some councils use a separate rate or charge to fund works in the municipal area that are of specific benefit to owners in that part of the municipal area. The separate rate or charge can be made for purpose of planning, carrying out, making available, maintaining or improving anything that in the council’s opinion is or is intended to be, of particularly benefit to the land (e.g. to cover the costs of constructing a local swimming pool or sports centre).
- 6.15. A separate rate would be valuation based; whereas a separate charge would be a fixed amount that all affected properties would pay.
- 6.16. A separate rate or charge is time based, for a period of no more than five financial years (although there are review mechanisms if a council wishes to extend it beyond 5 years) and before a council makes a separate rate or a separate charge it has to notify affected ratepayers and invite submissions. Ratepayers affected by the intention to make a separate rate or charge may lodge a petition and if at least 100 affected ratepayers or at least 10%, whichever is the lesser, present a petition, the council must arrange a public meeting to discuss. Council is

required to consider submissions, petitions or the result of a public meeting before deciding whether to go ahead with the separate rate or charge.

- 6.17. It is therefore proposed that developer contributions/user pays models are not considered further as part of the Review but are considered separately in the future in discussions with LGAT and the State Government.
- 6.18. Separate rates and charges are a mechanism available to Council, noting the legislative provisions required before a separate rate or charge could be considered in any given year. Separate rates and charges are included in the Strategy and will be used where a specific benefit or service can be identified for ratepayers and only following consultation with the affected ratepayers.

Optimal Valuation Base

- 6.19. As part of the Review, at its meeting on 23 October 2023, Council approved a change to the City's property valuation base for the purpose of rating from Assessed Annual Value to Capital Value to take effect from 1 July 2024 for the 2024-25 rating year.
- 6.20. The change was made following a review of the three valuation bases available for council's use, that included and took into consideration:
 - 6.20.1. The pros and cons of each valuation base in the context of the Hobart municipal area, noting that all councils/municipal areas are different.
 - 6.20.2. Consideration of each valuation base against the City's rating principles, being the principles of taxation.
 - 6.20.3. Feedback from ratepayers over an extended period.
 - 6.20.4. Extensive rates modelling on the impacts to ratepayers, and the rates they would need to pay, if they move to the different valuation bases.
 - 6.20.5. The outcomes from the earlier State and Local Government Review of valuation and local government rating, which recommended Capital Value as the best option for Tasmania.
 - 6.20.6. Benchmarking exercise with other capital city and similar sized councils.
 - 6.20.7. Information on how properties are valued in Tasmania.
- 6.21. The Review found that Capital Value performs best of all the valuation bases, and better in comparison to Assessed Annual Value, against the principles of taxation, is easier to understand, simpler, more sustainable, most equitable particularly in terms of capacity to pay, is

the least volatile in a property market where property values are growing at a different rate to rental values and rates modelling shows that Council can move to Capital Value using the rating tools available under the LG Act.

- 6.22. The City modelled the outcomes of moving to rating using Capital Value. A move from using AAV (existing differential model for 2023-24) as the valuation base to Capital Value was modelled using a differential General Rate to mitigate the shift in the rate burden, calculated by assuming each land use category will contribute the same proportion of rate revenue that they currently do under AAV for the 2023-24 rating year. This effectively means that the rate burden is the same as under the 2023-24 (current) rating structure.
- 6.23. The modelling found that if Council continues with a differential rating strategy and charges each land use a similar amount of rates it does currently that most ratepayers will only experience a minor change to their rates.
- 6.24. Capital Value is therefore the valuation base included in the City's Strategy for the next four years. The City will raise the 2024-25 rates using the capital value of properties in the municipal area and use the proposed rating system in the Strategy, subject to it being approved, to manage the outcomes in moving to capital value rating.
- 6.25. One of the key themes from community consultation was the concern that significant rate increases would occur, particularly for commercial properties, as a result of the City's move to rating using property capital values. This will not be the case. The Strategy includes the usage of capping of rate increases (maximum increase caps) for commercial and industrial properties. Capping is not required for residential properties as modelling shows there is little impact in the move to capital value rating.

Sharing the Rate Burden Equitably

- 6.26. There are alternative rating options available under the LG Act for Tasmanian councils including a differential rate, fixed charge, separate rates and charges and minimum rates. All rating options provide different ways to distribute the cost of providing Council program and services among ratepayers. As all municipal areas are different, individual councils need to determine the method that distributes the rates tax burden in the most appropriate way for their community.
- 6.27. In distributing the rating burden across the different categories of ratepayers in the Hobart municipal area, Council is looking to achieve the following objectives:
 - 6.27.1. Having a rating structure that provides fairness and equity for the whole City of Hobart.

- 6.27.2. Having a rating structure that is sustainable for Council and affordable for the community.
- 6.27.3. Having a rating structure that supports ratepayers capacity to pay; and
- 6.27.4. Having a rating structure that is simple to understand and easy/cost effective to administer.

Rating System – Municipal Charge, Minimum Rate and Averaged Area Rating

- 6.28. The Review considered whether the City should adopt a fixed charge or a minimum general rate. It is proposed that the City has neither as part of its rating system.
- 6.29. A fixed charge is an equal amount that all properties pay. Using a fixed charge allows all ratepayers to contribute an equal amount to the cost of the City's administration. No more than 50 per cent of City's total rates revenue can be generated using a fixed charge. Using a fixed charge means that a portion of the rates are paid for by a flat fee for all properties with the remaining portion of the rates paid based on the property's valuation.
- 6.30. However, the effect of a fixed charge is a lower rate in the dollar, so higher-valued properties pay less than they would if there were no fixed charge, and lower-valued properties pay more.
- 6.31. The fixed charge is therefore regressive in nature (a regressive form of property taxation) and would result in lower valued properties paying higher overall rates and charges than they do at present. Lower valued properties may have less capacity to pay increased rates than higher valued properties.
- 6.32. A minimum rate is only applied where the calculated rates (valuation multiplied by rate in the dollar) is lower than a point that the Council has set as a minimum to pay i.e., when the amount calculated by the rates formula is less than the amount determined to be the equitable minimum amount of rates that all properties should pay. This ensures that all ratepayers pay at least a minimum amount of rates. Under the LG Act the total number of properties on the minimum can't exceed 35%.
- 6.33. A minimum rate is also regressive in nature (a regressive form of property taxation) and would result in lower valued properties paying relatively higher overall rates and charges than they do at present. Lower valued properties may have less capacity to pay increased rates than higher valued properties.
- 6.34. Under the LG Act average area rating is a rating tool available to councils. Averaged area rating enables councils to implement a flat rating policy for residential ratepayers in a particular area/locality.

There are extensive legislative processes to be followed in setting an averaged area rate.

- 6.35. At its meeting on 10 October 2011, Council agreed that locality as a basis upon which to assess a ratepayers capacity to pay is not workable.
- 6.36. In some municipal areas, discrete localities may be able to be identified. However, in an area such as Hobart, but many others also, identifying discrete localities, purporting to contain similar characteristics and thus purporting to be representative of capacity to pay, would not be possible. Hobart suburbs are not homogenous, and in any given locality (even if one were able to be identified) the Council would not be able to conclude that location is representative of capacity to pay.
- 6.37. The adoption of a minimum general rate, a municipal charge or averaged area rating is therefore not considered suitable options for the City's rating strategy at this time. There were mixed views during community consultation of the fixed charge and minimum rate as options for the City's rating strategy, however, did not emerge as preferred.

Rating System – Uniform vs Differential

- 6.38. During the Review, the determination of which rating system the City should use i.e., uniform rating on property valuations or differential rates for land uses or property classes was considered. It is proposed that the City uses a differential rating system justified / underpinned by key taxation principles.
- 6.39. It should be noted that the Council had previously decided, in its 2023-24 interim rating strategy, not to revert back to a uniform rating model, that is using the same rate in the dollar that all properties pay. The 2021 municipal revaluation resulted in a shift in the rate burden, where residential properties would have had to pay \$8.3 million more of total council rates and commercial properties \$4.4 million less, had Council not adopted a differential rating strategy.
- 6.40. The differential rating strategy allowed the Council to address the large shift caused by the municipal revaluation, and ensure a rating strategy that was sustainable, fair and addressed capacity to pay.
- 6.41. Differential rating is where the general rate, service rates or service charges are varied under Section 107 of the LG Act on the basis of the use or predominant use of the land, the non-use of the land, the locality of the land, any planning zone or type of property.
- 6.42. In distributing the rating burden across the different categories of ratepayers in the Hobart municipal area, Council is looking to achieve the following objectives:

- 6.42.1. Having a rating structure that provides fairness and equity for the whole City of Hobart.
- 6.42.2. Having a rating structure that is sustainable for Council and affordable for the community.
- 6.42.3. Having a rating structure that is simple and easy to understand and cost effective to administer.
- 6.43. Differential rates and other rating tools allow councils to address strategic objectives for funding and service delivery and provide flexibility for local rating issues, as well as manage property value fluctuations between different categories of land. A differential rate is generally levied where a council determines it would be inequitable and unfair to levy a single general rate on all land in a council's area.
- 6.44. Differential rates allow a Council to set policy direction regarding their rating, such as:
 - 6.44.1. A lower 'rate in the dollar' to assist or encourage a specific type of land use.
 - 6.44.2. A higher 'rate in the dollar' to deter a specific type of land use or as an acknowledgement that that land use group needs to pay a higher contribution to the rates burden for the community.
- 6.45. A council may choose to distribute the rate burden for a number of reasons:
 - 6.45.1. To ensure all ratepayers make a reasonable contribution towards the ongoing maintenance and provision of services, programs and facilities throughout the municipal area, irrespective of property value.
 - 6.45.2. It may consider that land zoned and used for commercial and industrial purposes has higher costs of ongoing maintenance and provision of services, programs and facilities located in these zones as well as additional costs not attributed to other land uses such as economic development initiatives, tourism, marketing and transport.
 - 6.45.3. To encourage the development of vacant land in the best interests of the community and discourage land holding, particularly where there are housing shortages or homelessness, as adopted by Council for 2023-24.
 - 6.45.4. To levy additional rates from property types to recover the increased resourcing costs directly and indirectly linked to the operation of these properties.
 - 6.45.5. To ensure the owners of residential land used for commercial purposes contribute to the provision of services and facilities

that may be associated with such commercial use e.g., short stay visitor accommodation, as adopted by Council for 2023-24.

- 6.46. It is proposed the Strategy is based on a differential rating system, as the Review found that such a system provides the following advantages to the City:
- 6.46.1. Provides flexibility to distribute the rate burden between different property types and land uses and to link rates to capacity to pay.
 - 6.46.2. Allows a council to reflect the investment required to establish infrastructure to meet the needs of specific groups of ratepayers e.g., services to support tourism commercial and industrial sectors.
 - 6.46.3. Enables a council to encourage or discourage particular types of development e.g., development of vacant land, discourage conversion of residential housing to short stay visitor accommodation.
 - 6.46.4. Allows councils to consider the specifics of certain land uses where a single rate in the dollar would not result in a fair outcome.

Differential Rating Categories and Differential Rates

- 6.47. The determination of what rating categories should be used and what differential rates (if any) should apply to those categories has been considered. This included the options put to the community for feedback. It is proposed that Council adopts seven differential rating categories as part of its Strategy, which was Option 2 in the Rating System Options Paper issued for community consultation. The differential rates have been designed to meet good taxation principles.
- 6.48. The City previously had nine differentials. It is proposed to have the same differential for Residential and Primary Production as the City only has three properties with a Primary Production land use. It is also proposed to have the same differential for properties with a Commercial and Industrial land use reflecting the similarity in property types and their receipt of similar services from Council.
- 6.49. The seven differential rates are as set out in the following table:

Land Use	Rate Burden Current %	Differential %
Residential and Primary Production	57	100
Commercial and Industrial	32	221
Public Enterprise	9	164
Short Stay Visitor Accommodation	1	200
Sporting and Recreation	*	140
Vacant Land Other	*	116
Vacant Residential Land	1	232
*Less than 1%		

- 6.50. It should be noted that the differential rates are indicative of the relativities only. The differentials (rates in the dollar) will be set as part of the annual budget process and included in the rating resolution each year.
- 6.51. The differential rates have been calculated to ensure the percentage contribution of the rate burden between all land use categories remains the same as they were when Council utilised Assessed Annual Value as its valuation base. This is required in order to ensure predictability and stability in rate increases in a move to capital value as the valuation base.
- 6.52. Except for vacant residential land and properties used for short stay visitor accommodation, the purpose of adopting these differentials was to avoid large increases in rates for residential ratepayers following the municipal area revaluation. The objective of the vacant residential land and short stay visitor accommodation differential is:
- 6.52.1. For vacant residential land to encourage development of vacant land for housing and other purposes, promote the development of all properties to their full potential thereby stimulating economic growth and development in all areas of the municipal area, to discourage the holding of land; and to ensure vacant landowners contribute an equitable share of the rate burden compared to other types of landowners.
- 6.52.2. For properties used for short stay visitor accommodation is to ensure housing stock is retained and ensure owners of residential land used for the commercial purpose of short stay visitor accommodation contribute to the provision of Council services and facilities that are associated with that commercial use e.g. economic development, tourism, communications and marketing. The differential rate brings the level of rates levied on average to approximately the same level as a property with a similar use but rated with a commercial land use.

Differential Rate for Commercial Tourist Accommodation Providers

- 6.53. Option 5 of the Rating System Options Paper (Option 5) issued for community consultation was to introduce a new differential for commercial tourist accommodation providers to the City's rating system, which would apply to properties with a commercial land use of C40 Hotel/Motel, C50 Motel, C51 Private Hotel/Boarding House, C52 Holiday Apartment / Residential Club, C54 Tourist Complex and C55 Tourist Hostel as approved by Council to be added at its November 2023 meeting.
- 6.54. During the Review a benchmarking exercise was undertaken of eighty Australian councils. Of those, five councils were found interstate who adopted a differential for these property types and of those most are not applying a higher differential rate for hotels/motels in comparison to the commercial differential rate or are not applying a differential rate for the policy reason outlined in Option 5:
- 6.54.1. The differential for two of those councils was less than that for commercial properties.
- 6.54.2. The differential for one of those councils, being Longreach Regional Council, was less than that for commercial properties until the number of rooms in the hotel was greater than 40. The higher differential only applied to larger hotels. The differential was applied on the basis of the demands on the City's services from these types of properties and to ensure that the amount of rates revenue contributed from tourist accommodation providers represents an equitable contribution towards the City's tourism programs and services.
- 6.54.3. The differential for one of those councils was only slightly more than that for commercial properties. Feedback from that council, being City of Perth in WA was that they adopted a hotel differential in 2020 due to large valuation increases for these property types. However, these properties receive a positive rating differential in recognition of their contribution through flow on economic impact to the municipal area rather than it being a policy decision to rate them higher for other reasons. For 2020-21, 2021-22 and 2022-23 the differential rate for Hotel was lower than the commercial rate, due to the COVID impact on the sector. Due to their 2023 municipal area revaluation resulted in decreased hotel property valuations the differential was increased and also reflect the Hotel sector recovery from COVID.
- 6.54.4. The differential for the remaining council was higher than that for commercial properties.
- 6.55. It is noted that the rating legislation interstate is different to that in Tasmania. While Longreach Regional Council is able to apply a

different differential rate to different sized properties, the City of Hobart is not under its legislative framework. This would mean the differential rate, if adopted would apply to hotels/motels that are small and run locally to the larger hotel chains.

- 6.56. The cost and benefit of the tourism industry in Hobart was a strong theme within the feedback, particularly in response to Option 5 which was strongly opposed by the tourism, business and hospitality industry.
- 6.57. There were mixed opinions regarding the allocation of funds towards tourism. Some felt that Council costs relevant to tourism should be absorbed by the industry itself, freeing up funds to cater for residential needs.
- 6.58. This was strongly opposed by the tourism and hospitality sector with submissions articulating:
 - 6.58.1. The contribution of the visitor economy to the Hobart community and local economy.
 - 6.58.2. Local employment generated by the visitor economy.
 - 6.58.3. The impact that a differential rate for commercial tourism operators may have on:
 - 6.58.4. Visitor demand and flow of economic activity.
 - 6.58.5. The tourism sector including regional tourism.
 - 6.58.6. The economy and private investment in the region
 - 6.58.7. Hobart's competitiveness and role as a major entry point for visitors.
 - 6.58.8. Cost of living pressures including high interest rates, energy, food and insurance resulting in increasing business cost for the sector.
 - 6.58.9. Post COVID-19 recovery and small margins particularly for small operators.
 - 6.58.10. Lack of supportive evidence for option 5 and inequity that would result across the sector.
- 6.59. From the City's work on its Economic Development Strategy, Council acknowledges that the tourism sector has considerable economic importance to Hobart, as follows:
 - 6.59.1. In 2022 Hobart's total economic output was valued at \$8.295M, up 3.3% on the previous year.

- 6.59.2. In 2021 Hobart's total economic output was valued at \$8.033M, up 2.2% on the previous year.
- 6.60. The Australian Bureau of Statistics identifies the value of Tourism in 2021-22 as being:
- 6.60.1. \$672.7M in sales;
 - 6.60.2. \$381M in total value add;
 - 6.60.3. 3,095 direct jobs; and
 - 6.60.4. 5,254 indirect jobs.
- 6.61. This equates to around 12.5% of total employment in the City and 5% of total sales.
- 6.62. It is noted that these property types contribute positively to the economic development of the City and the City as a tourism destination.
- 6.63. In order for the City to consider whether a new differential should be introduced to its rating system, the objective of the differential, what level the differential should be set at and whether it meets the principles of taxation including the economic efficiency rating principle, being whether it meets the economic development strategic objectives of the City would need to be determined.
- 6.64. The challenge in doing so is how to determine the value of the direct benefits hotels/motels receive from Council as opposed to what direct benefit properties used for retail, food & beverage and other purposes receive from Council's funding of tourism such as the Tasmanian Travel and Information Centre.
- 6.65. Furthermore, Council's funding on tourism and tourism related activities would need to be considered before a decision is made as to whether the rating system is the best mechanism to address funding.
- 6.66. These property types are already included in the Commercial differential rate, which is more than 2x higher than the Residential differential rate. The objective of the Commercial differential rate is already based on the premise that commercial (and industrial) properties generally place greater demands on certain Council services and includes to ensure that Council's commitment to economic development and tourism is financially supported by those who receive direct benefits. This higher differential reflects an objective to maintain fairness and relative consistency in the distribution of rates between property classes and reflects that businesses that occupy commercial properties are able to claim property rates as an income tax expense and generally have higher rental yield benefits.
- 6.67. Benchmarking found little usage of this type of differential rate amongst Australian councils for this purpose; feedback during community

consultation from the tourism and hospitality sector did not support this proposal; these property types contribute positively to the economic development of the City and the City as a tourism destination; and it would be difficult to determine the specific benefits these property types receive as opposed to other commercial property types that also benefit from the City's funding of tourism related activities, in order to determine the quantum of a separate differential rate.

- 6.68. Given the outcomes from the Review, the principles of taxation, particularly the need to ensure that rating decisions don't negatively impact development in the City, community and tourism sector feedback and the considerable economic importance the tourism sector has to Hobart, it is not considered that Option 5 is a suitable option for the City at this time and it has not been included in the Strategy.
- 6.69. While the differential is not proposed for this Strategy, it is proposed that a separate review is undertaken of Council's funding of tourism and tourist related activities for the City in the medium term.

Service Rates and Charges

- 6.70. During the Review consideration was given to whether Council should continue to have service rates and charges, whether a service rate or a service charge is appropriate and / or whether the revenue required for these services should instead be included in General Rates.
- 6.71. Under the LG Act, a council can have a service rate or charge for any, all or a combination of the following services:
- 6.71.1. Nightsoil removal;
 - 6.71.2. Waste management;
 - 6.71.3. Stormwater removal;
 - 6.71.4. Fire protection – fire service contributions councils collect under the Fire Service Act 1979;
 - 6.71.5. Any other prescribed service.
- 6.72. A service rate is valuation based. The Council calculates a rate in the dollar and the amount of rates paid by a property is calculated by multiplying the rate in the dollar by a properties property value (currently AAV). A service charge is a fixed \$amount charge that all properties pay, which can be varied e.g. residential properties pay X and non-residential properties pay Y.
- 6.73. Council currently raises its rate revenue through the following rates and charges:
- 6.73.1. General Rate;

- 6.73.2. Stormwater Removal Service Rate (all properties pay the same rate in the dollar);
- 6.73.3. Waste Management Service Charge (which includes amounts for the Landfill Rehabilitation Levy. Non-residential properties pay double the charge for residential properties to reflect the difference in bin sizes e.g. 240Ltr vs 120 Ltr);
- 6.73.4. Food Organics Garden Organics (FOGO) Collection Service Charge (all properties pay the same that receive a standard FOGO collection service); and
- 6.73.5. Council also collects the Fire Service Levy pursuant to the *Fire Services Act 1979* and the state-wide landfill levy pursuant to the *Waste and Resource Recovery Act 2022* through Council rates. The Fire Service Levy is a service rate and the State Government landfill levy is a service charge. These are not Council charges and the monies raised are passed onto the State Government.
- 6.74. It is proposed that Council continues to apply a Waste Management Service Charge, FOGO Collection Service Charge and Stormwater Removal Service Rate as part of its Strategy based on full cost recovery of the waste collection and disposal, FOGO collection and stormwater removal functions rather than combining the revenue required for these services into the General Rate.
- 6.75. As outlined in the LG Act, waste management and stormwater removal are considered discreet services that can be funded using a service charge or a service rate as part of a councils rating strategy. It is considered to be more transparent to have a service charge / rate for these services rather than fund these services from the General Rate. It also allows Council to implement its rates remissions policy for service rates / charges to ensure that only those properties which are capable of receiving the services from Council pays for them.
- 6.76. The advantage of the service charge for waste and FOGO is that it is simple, easy to understand and accepted by ratepayers as a fee for a direct service that they receive. It provides equity in the rating system in that all ratepayers who receive exactly the same service level pay an equivalent amount. The Waste Management Service Charges is varied by land use to reflect that residential properties have a 120ltr bin and non-residential properties have a 240ltr bin. Non-residential properties pay double the service charge as residential properties reflecting that Council removes double the waste from non-residential properties.
- 6.77. The Strategy includes the existing Waste Management and FOGO Collection Service Charges both as separate charges, rather than combining the revenue required into the General Rate and as a service charge rather than a service rate. The Waste Management and FOGO

Collection Service Charges are a tangible service that is provided directly to all ratepayers in the same manner.

- 6.78. Should Council decide not to have a Waste Management or FOGO Collection Service Charge, the revenue required for these services would need to be raised by an increased General Rate. This would mean that ratepayers in higher valued properties would pay for the waste services of lower valued properties. It would also mean that those properties that don't receive a waste management service from Council would effectively be paying for it through their General Rates.
- 6.79. It is acknowledged that Council rates are a form of taxation rather than a fee for service, as outlined in the LG Act. However, it is considered that having a service charge for waste services and valuation driven rates for all other council services provides an equitable outcome for all ratepayers.
- 6.80. It is proposed that the Stormwater Removal Service Rate continues as a separate service rate rather than being converted to a service charge or that the revenue required is included in the General Rate.
- 6.81. The direct benefit to the ratepayer from stormwater removal services is largely invisible unlike the waste service, which is a tangible service provided to all ratepayers in the same way. Also, different property types receive a different level of stormwater removal service from the City and hence the service rate better reflects the taxation principles.
- 6.82. Combining the revenue required for stormwater removal services into the General Rate, will in the same way as for waste services, mean that funding for stormwater removal services will be less transparent and those properties who don't receive a stormwater removal service from Council would ultimately pay for it through their General Rates.
- 6.83. Given the Stormwater Removal Service Rate is valuation base the Strategy includes that Council will vary the stormwater removal service rate based on the use or predominant use of the land to continue to help mitigate disparity in the distribution of rate collections resulting from the 2021 municipal revaluation and a move to capital value rating.

Payment Due Dates, Payment Options, Discounts for Early Payments, Debt Management and Late Payment Fees

- 6.84. Council's decisions at its meeting on 19 February 2024 as outlined in section 4.10.4 of this report above, have been incorporated into the Strategy.

Rebates, Remissions and Discounts

- 6.85. Council's decisions at its meeting on 19 March 2023 as outlined in section 4.11 of this report above, have been incorporated into the Strategy.

7. Capital City Strategic Plan

- 7.1. This matter is consistent with the Capital City Strategic Plan 2023, strategy 8.2.5 – maintain a rating system that supports fairness, capacity to pay and effectiveness.

8. Financial Viability**8.1. Funding Source and Impact on Current Year Operating Result**

- 8.1.1. There is no impact from this proposal on the City's current year operating result. A change to the City's rating and valuation strategy does not result in a financial windfall for the Council. The City only collects the amount of revenue from rates and charges it requires from its budget each year.
- 8.1.2. A rating strategy doesn't consider how much the City needs to raise from rates, this is calculated in the City's budget, which will be considered separately by Council at its June 2024 meeting.

Differential Rating

- 8.1.3. It is a common misconception that increasing a differential rate for one category of ratepayer will result in additional revenue for the City. This is not the case. If more rates come from one group of ratepayers, this means that less rates will come from all other ratepayers. This is called the redistribution of the rate burden.
- 8.1.4. Council cannot also increase rates for one group of ratepayers, reduce rates for another group of ratepayers and also generate additional rate income for the City. The amount of rates required by the City each year is calculated in the budget and is a set amount.
- 8.1.5. No changes to the City's rating strategy results in an overall increase in rates for the City. Increases in rates are calculated in the City's budget each year.
- 8.2. Impact on Future Years' Financial Result
- 8.2.1. There is no impact on the City's future years' financial result for the same reasons outlined in section 8.1 above.
- 8.3. Asset Related Implications
- 8.3.1. Not applicable.

9. Community Engagement

- 9.1. As approved by Council at its November 2023 Council meeting, an Options Paper was released to the community via Your Say Hobart on 28 November 2023 for feedback. The intention of the Options Paper was to use it to gauge community feedback on different options available to the City for its rating and valuation strategy and seek other ideas from the community. Councils have a range of rating options available under the LG Act and each option has a different impact on the distribution of rates resulting in ratepayers paying more or less in rates.
- 9.2. The rating system options put to the community for feedback were:
 - 9.2.1. Option 1: No change.
 - 9.2.2. Option 2: Reduce the number of differentials to 7 – by combining commercial and industrial and residential and primary production.
 - 9.2.3. Option 3: Introduce a fixed charge.
 - 9.2.4. Option 4: Introduce a minimum rate.
 - 9.2.5. At the November Elected Member workshop, a further option of a differential rate for commercial tourist accommodation providers was requested to be considered as an option for community consultation and subsequently approved by Council at its November 2023 meeting.
 - 9.2.6. Therefore, Option 5 was included: introduce a differential general rate for tourist accommodation providers with a commercial land use.
- 9.3. Widespread communications were undertaken to promote the engagement opportunity and ensure that ratepayers, the community and key stakeholders were aware that the City was undertaking the review and the City was seeking feedback to inform its future rating strategy and included:
 - 9.3.1. Your Say Hobart – submissions to the Options Paper, survey responses and ability to ask questions.
 - 9.3.2. Direct contact with those ratepayers who expressed interest in being part of the Community Advisory Group in February 2023.
 - 9.3.3. Drop-in sessions held weekly at the Town Hall (except break for the festive period) for interested stakeholders to ask questions about the Review. Eight drop-in sessions were held at various times during the day and days of the week, including one session after hours following feedback for such.

- 9.3.4. Flyers available from the Council Centre, Town Hall reception, Doone Kennedy Hobart Aquatic Centre and Mathers House.
- 9.3.5. A flyer sent to ratepayers via email and mail together with the 3rd instalment of 2023-24 rates.
- 9.4. The outcomes from community consultation are summarised in the Community Engagement Summary report, attached to this report at Attachment A. It includes the written submissions received.
- 9.5. The key themes from community consultation have been incorporated into the Strategy.

10. Communications Strategy

- 10.1. It is proposed that if approved, the inaugural Strategy be communicated broadly to the City's ratepayers and an appropriate communications campaign be developed and implemented.
- 10.2. It is also noted that at its meeting on 23 January 2023, the Council approved an appropriate communications and media strategy be developed to support the City's Rating and Valuation Strategy review and that widespread communications have occurred in relation to the Review, community consultation and Council decisions taken so far.
- 10.3. It is also proposed that the outcomes from community engagement included in the attached Community Engagement Summary report be provided to the community via Your Say Hobart to respond to the feedback received from the community on the Review.

As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.





Lara MacDonell
**MANAGER RATES, PROCUREMENT
AND RISK**





Michael Reynolds
DIRECTOR CITY ENABLERS

Date: 24 April 2024
File Reference: F24/26719

Attachment A: City of Hobart Rating and Valuation Strategy 2024-28 Report -
Background Information (Supporting information) 

Attachment B: Draft Community Engagement Summary Report - April 2024
(Supporting information) 

Attachment C: Appendix 1 - Written Submissions (Supporting information) 

Attachment D: Draft City of Hobart Rating and Valuation Strategy 2024-28
(Supporting information) 

12. Transport Strategy 2024 and Implementation Plan
File Ref: F24/25231

Report of the Senior Transport Planner, Manager City Mobility and Director City Futures of 24 April 2024 and attachments.

Delegation: Council

REPORT TITLE: TRANSPORT STRATEGY 2024 AND IMPLEMENTATION PLAN**REPORT PROVIDED BY:** Senior Transport Planner
Manager City Mobility
Director City Futures**1. Report Summary**

- 1.1. This report seeks approval from Council to release the draft Hobart Transport Strategy 2024 and Implementation Plan (draft Transport Strategy) (**Attachment A**) and draft Parking and Kerbside Management Plan (PKMP) (**Attachment B**) for consultation with key stakeholders and the community from 1 May to 31 May 2024.
- 1.2. This report details the process taken in development of the Hobart Transport Strategy 2024, the phased engagement approach, and provides a summary of the key directions of the draft Transport Strategy and draft Parking and Kerbside Management Plan.

2. Key Issues

- 2.1. The draft Hobart Transport Strategy 2024 identifies and responds to the challenges and opportunities for Hobart's transport network and establishes key principles for the City to support greater transport choice. Providing more transport choice for the City's residents, workers and visitors underpins all themes and implementation actions of the Transport Strategy.
- 2.2. An Implementation Plan supports the draft Transport Strategy to guide the delivery of actions over the next ten years to achieve our community's vision. The actions included are to be undertaken both by the City of Hobart directly and in partnership with key stakeholders.
- 2.3. A draft Parking and Kerbside Management Plan is included as a separate document for community engagement. The draft PKMP has been prepared concurrently with the draft Transport Strategy, recognising the key role of parking in the user experience for all transport modes, city services, places and the transport network as a whole.

3. Recommendation

That the Council endorse the release of the draft Hobart Transport Strategy 2024 and Implementation Plan (Attachment A) and draft Parking and Kerbside Management Plan (Attachment B) for consultation with the community for a period of four weeks.

4. Background

- 4.1. Since 2018, the work of the City Mobility unit has been supported by the endorsed themes and position statements of the 2018 Draft Transport Strategy. At its meeting on 19 September, Council resolved the following in relation to the 2018 Draft Transport Strategy:
 1. *The Council adopt the 9 themes and position statements in the draft strategy.*
 2. *The actions contained in the strategy be reviewed in light of the feedback received and a further report provided.*
- 4.2. The Hobart City Deal was declared on 24 February 2019, representing a shift in focus at the national and regional scale for the City of Hobart. In response, the Hobart Transport Strategy 2030 Implementation Framework (HTSIF) was developed to respond to Council's Strategic Plan, the broader context of the Hobart City Deal, and the above resolution of Council.
- 4.3. At its meeting on 28 April 2021, the City Infrastructure Committee resolved the following in relation to the HTSIF:
 1. *That the Committee notes the intention to undertake select stakeholder consultation on the Draft Hobart Transport Strategy Implementation Framework before formal consideration of its adoption.*
- 4.4. In August 2023, the City appointed AECOM to prepare a transport strategy for the City of Hobart, to include an implementation plan and parking management plan.
- 4.5. The resulting draft Transport Strategy is informed by engagement analysis (refer section 12 of this report and **Attachment C**), research and consideration of best practice approaches applicable to Hobart's unique context, challenges and opportunities. The draft Transport Strategy will guide the City's strategic and operational transport decision-making over the next ten years.
- 4.6. At its meeting on 29 January 2024, Council resolved to endorse a submission to the Department of State Growth regarding its draft Keeping Hobart Moving Plan. The draft Hobart Transport Strategy 2024 supports the objectives of the draft Keeping Hobart Moving Plan and outlines key advocacy priorities to support the City's transport vision.
- 4.7. At its meeting on 29 January 2024, Council also resolved that:
 1. *As part of a response to encouraging the uptake of road-registered motorised scooters and motorbikes, the Council consider:*

- a. *Improving parking options in the city and at other areas in the municipality such as shopping precincts for motor bikes and motor scooters, with safety and convenience in mind*
- b. *Converting a number of car spaces in Dunn Street car park as safer alternatives to motorbike parking in fast-moving traffic*

The draft Transport Strategy and Parking and Kerbside Management Plan consider opportunities to encourage uptake of motorised scooters and motorbikes to support greater mode choice.

- 4.8. Further, at its meeting on 29 January 2024, Council also resolved that:
1. *The existing and proposed bus layovers within the CBD be examined as a priority within the current Transport Strategy Refresh.*
 2. *The Transport Strategy Refresh also investigates a requirement that buses cease idling and emitting diesel fumes while sitting in City of Hobart provided layovers.*
- 4.9. Public transport, including bus layover, is considered in the draft Parking and Kerbside Management Plan (**Attachment B**). In addition to the principles and actions outlined in the draft PKMP, the City is involved in ongoing discussions with the Department of State Growth regarding optimisation of bus layover space.
- 4.10. Elected Members have participated in a briefing and subsequent workshops in relation to the draft Transport Strategy:
- 4.10.1. On 20 October, Elected Members were briefed on the Transport Strategy project by City officers and AECOM. The session included a discussion of the key transport challenges and opportunities for Hobart and the need for a clear implementation plan to accompany the Transport Strategy. Elected Member input at this session has informed development of the Transport Strategy themes and implementation actions.
 - 4.10.2. On 8 April, Elected Members were briefed on the draft Transport Strategy, Implementation Plan and Parking and Kerbside Management Plan by City officers and AECOM. Feedback provided by Elected Members at this workshop will be used to refine the draft Strategy to ensure its suitability for adoption. This includes development of a top ten key priority 'five year' action plan for both the Transport Strategy and PKMP, subject to input from the community during the upcoming May 2024 engagement period.

5. Legal, Risk and Legislative Considerations

- 5.1. Other than reputational and normal project management risk considerations, no specific legal, risk and legislative issues apply to the proposed next stage of the project to complete community engagement.

6. Discussion

- 6.1. The draft Transport Strategy has been developed alongside an Implementation Plan and Parking and Kerbside Management Plan. This approach enables clear line of sight between strategic objectives and decisive, achievable action to improve transport choice in Hobart over the next ten years.
- 6.2. ***Delivering transport choice for Hobart*** is the central pillar of the draft Transport Strategy. This pillar recognises that all modes of transport are important to the future of transport in Hobart. The City has a role in making it easier and more convenient to choose from a range of different transport options, to enable people to choose the mode that best suits their circumstances.
- 6.3. The central pillar is supported by four overarching themes, representing core values to underpin the strategy:
- Encouraging and enabling behaviour change
 - Climate ready transport
 - Safe and healthy streets
 - Emerging trends to enhance our city
- 6.4. The central pillar is also supported by Transport Modes and City Operations:
- Transport Modes: represent the main ways we move around the city and help to organise initiatives for particular transport modes.
 - Walking
 - Bike riding and micromobility
 - Public transport
 - Driving
 - City Operations: represent how key aspects of the transport system support Hobart's economy, environment and liveability and contribute to our vision.
 - Street space, function and management

- Freight and goods last mile connectivity
 - Parking and kerbside management
- 6.5. The draft Transport Strategy includes an Implementation Plan to guide the next ten years of transport planning and operations. The draft Transport Strategy includes 74 actions across the overarching themes, transport modes and city operations. This includes the following:
- 6.5.1. Projects, programs, policies and plans to be administered and delivered by the City of Hobart directly.
 - 6.5.2. Actions for the City of Hobart to deliver in conjunction with other agencies such as the Department of State Growth.
 - 6.5.3. Actions which are related to matters outside the remit of responsibility of the City of Hobart that impact or relate to the vision of the draft Transport Strategy.
- 6.6. Feedback received from the community during the May engagement period will inform development of a top ten key priority 'five year' action plan for the Transport Strategy.
- 6.7. A draft Parking and Kerbside Management Plan has been developed to respond to the identified priorities within the draft Transport Strategy. The plan supports the City of Hobart in their role in the management of kerbside space and will guide decisions relating to parking supply, management and optimisation of this important and limited resource.
- 6.8. The following principles set the strategic direction for the future of kerbside space in the City of Hobart:
- 6.8.1. Transport choice: People will have a range of transport choices available to access the city and everything it has to offer.
 - 6.8.2. Reliability and availability: Reliability and availability of parking and access will be prioritised in decision making to ensure that people can expect and plan to make journeys and access the city. This will reduce uncertainty and frustration around parking and access.
 - 6.8.3. Transport user and customer experience: People are put first in planning for the city and feel valued and welcomed to the city.
 - 6.8.4. Value of parking and kerbside access: Parking and kerbside access will be financially sustainable for network users and the City of Hobart, and add overall value to city access and liveability. This will also lead to benefits such as reliability and availability when it is needed most.

- 6.8.5. Demand: Increasing parking availability and reducing driver frustration can be achieved by managing demand. This involves making decisions based on evidence and data.
- 6.8.6. Efficiency and equity: City streets will become more efficient for people when they are driving and when they choose to travel by other modes as well. People will feel like they are being treated fairly by the parking system.
- 6.9. Actions and approaches to deliver on the principles of the draft Parking and Kerbside Management Plan are included in the draft available for community engagement. Feedback received from the community during the May engagement period will inform development of a top ten key priority 'five year' action plan for the PKMP.

7. Hobart: A Community Vision For Our Island Capital

- 7.1. The draft Transport Strategy supports Pillar 5: Movement and Connectivity of the Community Vision, with the draft Transport Strategy vision derived from this pillar:

We are a city where everyone has effective, safe, healthy and environmentally-friendly ways to move and connect, with people, information and goods, and to and through spaces and the natural environment.

- 7.2. This vision is action-oriented and clearly articulates the City's aspirations for the future transport network of Hobart to support the city and its people. The themes of the draft Transport Strategy respond to this vision.

8. Capital City Strategic Plan

- 8.1. The draft Transport Strategy is an 'Informing Strategy' of the Capital City Strategic Plan as part of Council's planning and reporting requirements outlined at *Tasmanian Local Government Act Part 7 Administration Division 2 – Plans and Reports 70B Long-Term Strategic Asset Management Plans*.

- 8.2. The key strategic outcomes of the Capital City Strategic Plan supported by the draft Transport Strategy are:

- 8.2.1. Pillar 1. Sense of Place

Outcome 1.1 Hobart keeps a strong sense of place and identity, even as the city changes.

Outcome 1.2 Hobart's cityscape reflects the heritage, culture and natural environment that make it special.

- 8.2.2. Pillar 2. Inclusion, Participation and Belonging

Outcome 2.3 Hobart communities are active, have good health and wellbeing and are engaged in lifelong learning.

8.2.3. Pillar 3. Creativity and Culture

Outcome 3.4 Civic and heritage spaces support creativity, resulting in a vibrant public realm.

8.2.4. Pillar 4. City Economics

Outcome 4.1 Hobart's economy reflects its unique environment, culture and identity.

Outcome 4.4 Hobart's economy is strong, diverse and resilient.

8.2.5. Pillar 5. Movement and Connectivity

Outcome 5.1 An accessible and connected city environment helps maintain Hobart's pace of life.

Outcome 5.2 Hobart has effective and environmentally sustainable transport systems.

Outcome 5.3 Technology serves Hobart communities and visitors and enhances quality of life.

Outcome 5.4 Data informs decision-making.

8.2.6. Pillar 6. Natural Environment

Outcome 6.1 The natural environment is part of the city and biodiversity is conserved, secure and flourishing.

Outcome 6.4 Hobart is a leader on climate change moving toward a zero emissions and climate-resilient city.

8.2.7. Pillar 7. Built Environment

Outcome 7.3 Infrastructure and services are planned, managed and maintained to provide for community wellbeing.

8.2.8. Pillar 8. Governance and Civic Involvement

Outcome 8.1 Hobart is a city that is well governed that recognises the community as an active partner that informs decisions.

Outcome 8.2 Hobart is a city that delivers public value and excellence by being a financially responsible, high performing and accountable organisation that is responsive to the needs of the community.

9. Regional, State and National Plans and Policies

- 9.1. The draft Transport Strategy supports the objectives of existing Tasmanian Government plans and strategies, in particular:
 - 9.1.1. Tasmanian Walking and Cycling for Active Transport Strategy (2010).
 - 9.1.2. Tasmanian Urban Passenger Transport Framework (2010).
 - 9.1.3. Southern Tasmania Regional Land Use Strategy (2010-2035).
 - 9.1.4. Tasmanian Road Safety Strategy (2016).
 - 9.1.5. Greater Hobart Cycling Plan (2021).
 - 9.1.6. 30-Year Greater Hobart Plan (2022).
 - 9.1.7. Draft Keeping Hobart Moving Plan (2023).
- 9.2. The City of Hobart lodged a submission with the Department of State Growth in relation to the draft Keeping Hobart Moving Plan in January 2024. A report was provided to Council on 29 January 2024 outlining the City's key advocacy priorities in relation to the draft Keeping Hobart Moving Plan and these advocacy priorities have been included in the draft Transport Strategy.

10. Financial Viability

- 10.1. Funding Source and Impact on Current Year Operating Result
 - 10.1.1. Funding for this project was provided within the 23/24 operating budget for the City Mobility unit.
- 10.2. Impact on Future Years' Financial Result
 - 10.2.1. The Implementation Plan outlines a range of actions some of which will require funding in future years. The City Mobility unit will prepare funding requests and seek grant opportunities as appropriate to implement these actions.
- 10.3. Asset Related Implications
 - 10.3.1. The financial implications for assets will be addressed in implementation of specific relevant projects identified in the Implementation Plan in future years.

11. Sustainability Considerations

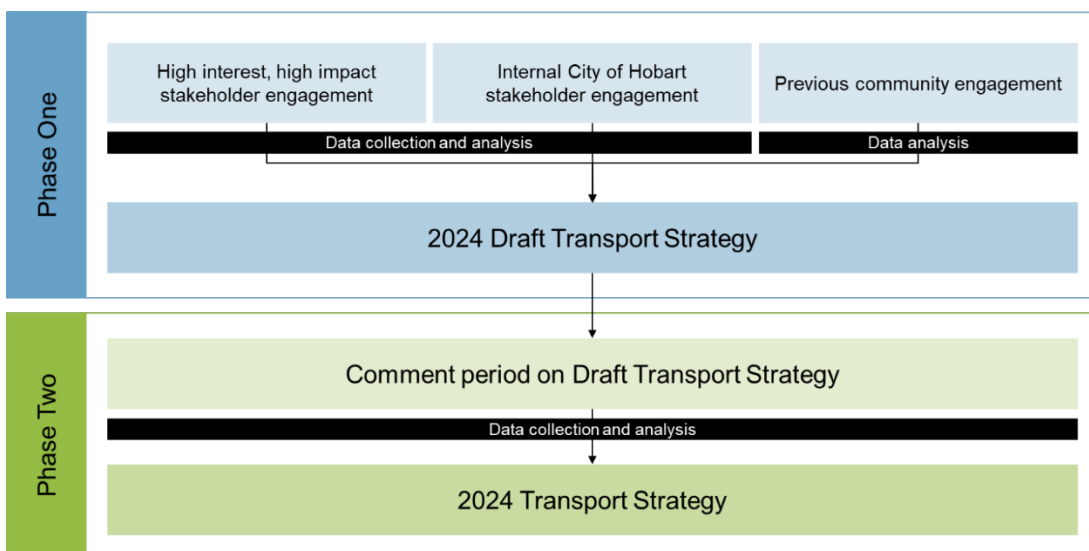
- 11.1. The draft Transport Strategy is strongly aligned with the draft Climate Strategy. Transport currently contributes to half of the Hobart community's emissions, and the draft Transport Strategy represents a

significant opportunity to respond to the climate and biodiversity emergency.

- 11.2. 'Climate Ready Transport' is an overarching theme for the draft Transport Strategy. Proposed actions under this theme will support increased active and public transport choice, as well as the uptake of new fuel technologies to reduce transport emissions.
- 11.3. Walking, bike riding and public transport are the most sustainable modes of transport, with substantial co-benefits for the Hobart community. The draft Transport Strategy and Implementation Plan support more people to walk, cycle and catch public transport to deliver transport choice and a climate ready Hobart.

12. Community Engagement

- 12.1. The City's Community Engagement unit have developed a Community Engagement Plan to support the engagement program.
- 12.2. Engagement for this project is occurring in two phases, summarised in the below chart:



- 12.3. An engagement report prepared by AECOM and the City's Community Engagement team (**Attachment C**) presents key findings of Phase One engagement activities which informed drafting of the Transport Strategy and Implementation Plan:

12.3.1. Transport is a theme that is consistently raised by our community across multiple engagements. Engagement findings from a number of different engagements over a number of years were analysed to understand community values, needs and behaviours and develop the draft Transport Strategy themes and implementation actions. This included feedback on the 2018 Draft Transport Strategy, the Central Hobart Plan and the Capital City Strategic Plan review.

- 12.3.2. High interest, high impact stakeholders as well as internal City of Hobart stakeholders were engaged in late 2023 and early 2024 to ensure development of the Strategy is aligned with current best practice and needs.
- 12.4. The May 2024 Phase Two engagement period seeks feedback from the Hobart community and key stakeholders on the priority actions to deliver on the draft Transport Strategy vision, and the priority actions of the draft Parking and Kerbside Management Plan. Feedback from the community will inform development of a top ten key priority 'five year' action plan for both the Transport Strategy Implementation Plan and Parking and Kerbside Management Plan.
- 12.5. The following activities are planned for the May 2024 engagement period:
- 12.5.1. Pop up stalls at the Doone Kennedy Aquatic Centre, Mathers House and the Farm Gate Market.
- 12.5.2. An online survey on the City of Hobart Your Say webpage.
- 12.5.3. An interactive Q&A on the City of Hobart Your Say webpage with monitoring and responses provided by the City Mobility unit.
- 12.6. Key stakeholders will also be contacted directly and invited to submit written representations on the draft Transport Strategy during the community engagement period.

13. Communications Strategy

- 13.1. The City's Strategic Communications and Marketing unit have developed a Communications Plan for the community engagement period occurring in May 2024.

14. Collaboration

- 14.1. City officers have sought input from key internal and external stakeholders in development of the draft Transport Strategy. Many actions identified in the Implementation Plan will require collaboration both across Council and with key external stakeholders. Actions where external collaboration is required are indicated in the Implementation Plan.

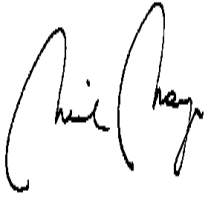
As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.



Ruby Pettit
SENIOR TRANSPORT PLANNER



Daniel Verdouw
MANAGER CITY MOBILITY



Neil Noye
DIRECTOR CITY FUTURES

Date: 24 April 2024
File Reference: F24/25231

- Attachment A: Draft Hobart Transport Strategy 2024 (Supporting information) 
- Attachment B: Parking and Kerbside Management Plan (Supporting information) 
- Attachment C: Final Engagement Report (Supporting information) 

13. Waterworks Reserve Master Plan
File Ref: F24/961

Report of the Open Space Planner, Acting Manager Open Space and Acting Director City Life of 24 April 2024 and attachments.

Delegation: Council

REPORT TITLE: WATERWORKS RESERVE MASTER PLAN**REPORT PROVIDED BY:** Open Space Planner
Acting Manager Open Space
Acting Director City Life**1. Report Summary**

- 1.1. The purpose of this report is to present the Waterworks Reserve Master Plan (**Attachment A**) for Council's consideration and endorsement. The Master Plan incorporates changes emerging from community engagement undertaken in 2023. The Master Plan was presented to the Healthy Hobart Portfolio Committee and the Committee were supportive of the proposals.

2. Key Issues

- 2.1. On 24 April 2023, Council resolved that a draft of the Waterworks Reserve Master Plan be released for community and stakeholder consultation.
- 2.2. Community feedback was generally positive; however, some minor amendments have been made resulting from the engagement, as summarised in the Engagement Summary Report (**Attachment B**). In summary, this includes maintaining the upper reservoir loop as pedestrian only (subject to further review), facilitating a small-scale commercial operator (such as coffee cart or food van) on a temporary, trial basis, and minimising new hard surfaces where practicable and ensuring new development maintains a natural aesthetic to be sympathetic to the natural environment.
- 2.3. The Master Plan's preparation has been driven by its strategic importance and forecasting the deterioration of reserve assets, with the City's asset replacement requesting annual allocations of funds to replace or upgrade key assets such as toilets, playgrounds, landscaping and the internal road network.
- 2.4. The Waterworks Reserve is a popular recreation destination for local Hobart residents, the Greater Hobart community and tourists, comprising significant natural, heritage and utility values. The reserve requires considered and coordinated management within a clear planning framework to inform the programming of asset replacement and future capital works.
- 2.5. Preliminary costings have estimated the implementation of the Master Plan to be in the order of \$9.4 million, as set out in the Waterworks Reserve Cost Estimate and Prioritisation Plan (**Attachment C**). Currently there are forecast allocations identified in the bushland and building maintenance management plans. The remaining items (both asset renewal and new capital works) have not been budgeted for in the 24/25 financial year at this stage.

3. Recommendation

That the Waterworks Reserve Master Plan marked as Attachment A to this report be endorsed.

4. Background

- 4.1. Waterworks Reserve is a popular and significant Hobart bushland reserve set within the spectacular landscape of the foothills of kunanyi / Mount Wellington. It contains two reservoirs, 12 picnic sites with barbecues, a playground, a track network, an internal road access linking a number of car parks and two toilet blocks. It is a strategically important bushland visitor hub for the City of Hobart. Improvements identified in the Master Plan will help create an improved gateway for locals and tourists to explore the foothills of kunanyi / Mount Wellington and enhance the recreational experience of Hobart's iconic natural areas.
- 4.2. Many reserve assets are deteriorating, and the City's asset replacement forecasts include allocations to replace or upgrade key assets.
- 4.3. The need for a master plan to guide asset replacement, the reserve's management and future development was identified in 2019.
- 4.4. In August 2019, Council resolved that a Waterworks Reserve Master Plan be prepared. Informed by a community engagement process and review of other survey and user data, with a master plan to be presented to Council in 2021.
- 4.5. Preparation of the Master Plan was delayed one year due to Covid and internal resourcing. The Stage 1 Community Engagement was then undertaken in 2022 and helped inform preparation of the Master Plan. The Master Plan was subsequently completed and endorsed for public exhibition and feedback by Council in April 2023.
- 4.6. Stage 2 community engagement was undertaken on the Master Plan in 2023 and an Engagement Summary Report has been prepared, outlining all of the feedback, the proposed response and final changes.

5. Legal, Risk and Legislative Considerations

- 5.1. The TasWater reservoirs form a subset of the broader 32 hectares of the Waterworks Reserve Master Plan study area. The subsidiary 12.5 hectare area is owned and managed by TasWater as part of Hobart's drinking water infrastructure. TasWater's statutory powers are outlined within the *Water and Sewerage Act 2008*. This provides TasWater

access through the broader Waterworks Reserve area that surrounds the reservoirs to service essential infrastructure. Infrastructure includes an extensive network of pipes located under road reserves and parkland which connects the Pipeline Track to reservoirs and nearby holding tanks that all form part of the TasWater asset network.

- 5.2. A key recommendation in the Master Plan is to develop a Memorandum of Understanding with TasWater regarding Council's Waterworks Reserve assets to clearly define roles and ensure cooperative protection and management of the reserves environmental and cultural heritage values.
- 5.3. It is noted that Council works that require a planning application are legally required to have TasWater approval to ensure TasWater assets are not damaged or compromised.

6. Discussion

- 6.1. The Master Plan is attached for Council's consideration - refer **Attachment A**.
- 6.2. The reserve is located in the upper valley of the Sandy Bay Rivulet, close to Hobart with a picturesque, parkland landscape adjacent to the scenic reservoirs. Its context and amenity allow visitors to enjoy and connect with Country, nature and history, and its contemporary use as part of the Hobart Mountain Water Supply System.
- 6.3. For decades, the Waterworks Reserve has been a popular destination for the people of Greater Hobart and its visitors, with more than 30,000 people visiting the reserve every year to walk, run, ride, picnic, barbecue, or just sit and enjoy nature.
- 6.4. Due to its unique history, the reserve infrastructure has evolved over the past 65 years without a plan. Asset replacement funds have increased over recent years to upgrade toilets, roadworks and a new playground.
- 6.5. With the reserve infrastructure ageing, a Master Plan has now been developed in accordance with a 2019 Council resolution, to strategically guide the reserves future development and maintenance, while allowing for its utility purpose as a key part of Hobart's functioning potable water supply system.
- 6.6. The Master Plan has been informed by the values of the reserve as communicated by the community through community engagement. It is a 20-year guide that will inform asset replacement, future capital works and the ongoing management of the reserve.
- 6.7. Stage 2 community engagement generally received positive feedback on the Master Plan. For example, 66% of survey respondents somewhat or strongly agreed that the Master Plan '...balances improved facilities with retaining the beauty and things I value'.

- 6.8. However, some minor amendments have been made resulting from the Stage 2 engagement – refer **Attachment B**. The key changes include maintaining the upper reservoir loop track as pedestrian only (subject to further review), facilitating a small-scale commercial operator (such as coffee cart or food van) on a temporary, trial basis, and minimising new hard surfaces and ensuring new development maintains a natural aesthetic to be sympathetic with, and not detract from, the natural environment.

7. Hobart: A Community Vision For Our Island Capital

- 7.1. Strategic alignment with the Community Vision is outlined in the Master Plan. The Master Plan aligns with Pillars 1, 2 and 6.

8. Capital City Strategic Plan

- 8.1. Alignment with the *City of Hobart Capital City Strategic Plan 2023* includes:

- Pillar 1 – Outcome 1.2
- Pillar 2 – Outcome 2.1
- Pillar 6 – Outcome 6.1, Outcome 6.2 Strategy 6.5.4

9. Financial Viability

- 9.1. Funding Source and Impact on Current Year Operating Result

- 9.1.1. Funding for the Master Plan has been from the current financial year operating budget.

- 9.2. Impact on Future Years' Financial Result

- 9.2.1. The Cost Estimate and Prioritisation Plan is attached for Council's consideration - refer **Attachment C**.

- 9.2.2. A Cost Estimate and Prioritisation Plan provides details of cost estimates for the prioritised staging of implementation of the Master Plan which amounts to \$9.38 million over 20 years.

- 9.2.3. Years 1-3 implementation estimates total \$2.24 million and Years 4-6 implementation estimates total \$1.85 million. These can be separated into asset renewal and new capital works projects.

- 9.2.4. More than half of the total estimate (\$5.28 million) is attributed to Years 7- 20 (2031-2044) for the development of a new Visitor Hub (shelter for 70 people, car park and potential commercial use of old Crib Room).

- 9.2.5. There are no proposals for these works in the proposed budget for financial year 24/25. The works identified will be considered as part of future years' capital works budgets.

9.3. Asset Related Implications

- 9.3.1. Many assets in the Waterworks Reserve are deteriorating, with the City's asset replacement budget containing forecasts to replace or upgrade key assets such as toilet blocks, car parks and tracks.

10. Sustainability Considerations

- 10.1. The Waterworks Reserve possesses rich and diverse values that make it one of Hobart's much loved and valued bushland reserves. It is valued as a cultural landscape for Tasmanian Aboriginal people; for its historic heritage value as part of the heritage listed Mountain Water Supply System; and its natural values characterised by large, mature eucalypts that frame the open parkland and connect into the broader forested Ridgeway and kunanyi / Mount Wellington landscape.
- 10.2. These values have been assessed and informed the planning directions of the Master Plan. Nine principles are listed to guide the reserves future management and development. Principle 3 states that *"development should not result in the loss of natural and cultural heritage values"*.

11. Community Engagement

- 11.1. Community and stakeholder views are summarised in the Master Plan (Attachment A, pages 26-28). Attachment B provides a copy of the Engagement Summary Report outlining details of the engagement results and Councils proposed response, including changes to the Master Plan.
- 11.2. Two stages of community engagement were undertaken. Stage 1 (Sep-Oct 2022) comprised consultation with the community and stakeholders to inform preparation of the Master Plan. Stage 2 (May-June 2023) sought community feedback on specific aspects of the Master Plan.
- 11.3. Stage 1 undertook a public survey using the City of Hobart website Your Say Hobart to inform the preparation of a Waterworks Reserve Master plan. The survey was promoted through social media and posters erected at key locations within the Waterworks Reserve. People were invited to identify what they value about the reserve, how they use it and what they would like to see in its future. The community was invited to visit the reserve if they wanted to chat face-to-face with City officers. Letters were also sent out to residents and community groups in the neighbouring and nearby suburbs of Dynnyrne and Ridgeway informing them of the online survey and open days at the reserve. In summary:
- 11.3.1. 409 people visited the project page

- 11.3.2. 175 people completed the community survey. Of these, 48 surveys were completed face-to face with visitors at the reserve over one weekend in September 2022.
- 11.4. Stage 1 stakeholder engagement specifically consulted: TasWater; 16 individuals and groups representing Tasmanian Aboriginal people in southern Tasmania; local bushcare groups; Ridgeway Community Association; and recreational and educational operators which use the reserve. Their responses are summarised in the Master Plan (pages 26-28).
- 11.5. Stage 2 comprised a four-week public exhibition of the Master Plan. This was promoted via social media, news articles, direct emails and an adjoining resident mailout. A public survey was used via the City's Your Say Hobart website to receive feedback on specific aspects of the Waterworks Reserve Master plan. In summary:
- 11.5.1. 891 people visited the project page
- 11.5.2. 52 people completed the community survey and 7 email submissions were made.

12. Communications Strategy

- 12.1. Subject to Council's endorsement of the Master Plan, the final Waterworks Reserve Master Plan and Engagement Summary Report will be shared on Councils Your Say Website and social media platforms.

13. Collaboration

- 13.1. The Waterworks Reserve Master Plan has been prepared internally under the direction of a Project Management Team led by a Project Officer (previous Senior Park Planner) who authored the plan with design work undertaken by the Architect and Urban Designer from Design Services. The Project Management Team members include the Manager Open Space and Waterways; Program Leader Bushland Recreation; Program Leader Bushland Infrastructure; Acting Program Leader Parks and Reserves; and Urban Designer from the Design Services Unit.
- 13.2. The Access Advisory Committee were consulted on two occasions to inform the Master Plan.
- 13.3. The Master Plan was also presented to the Healthy Hobart Portfolio Committee in March 2024. A presentation was made to the Healthy Hobart Portfolio Committee in March 2024. The master plan generally received a positive response regarding the opportunities to improve recreation, physical and mental health, and social connectivity through access to nature, exercise and gathering spaces such as public BBQ's. The main questions from committee members included the process of engaging first nations voices regarding interpretive signage and art.

This is an important consideration, both in the context of this project and Council more broadly, however will be addressed at the implementation stage.

- 13.4. Details of stakeholder consultation are outlined in Section 11 of this report.

As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.



Jordan Cargill
OPEN SPACE PLANNER






Sean Black
ACTING MANAGER OPEN SPACE



Karen Abey
ACTING DIRECTOR CITY LIFE

Date: 24 April 2024
File Reference: F24/961

- Attachment A: Waterworks Reserve Master Plan (Supporting information) 
- Attachment B: Engagement Summary Report (Supporting information) 
- Attachment C: Waterworks Reserve Cost Estimate and Prioritisation Plan (Supporting information) 

14. Mount Nelson and Sandy Bay Neighbourhood Plan - Directions Report
File Ref: F24/27660; 23/17

Report of the Program Leader City Futures and Director City Futures of 24 April 2024 and attachments.

Delegation: Council

**REPORT TITLE: MOUNT NELSON AND SANDY BAY
NEIGHBOURHOOD PLAN - DIRECTIONS REPORT****REPORT PROVIDED BY:** Program Leader City Futures
Director City Futures**1. Report Summary**

- 1.1. This report informs Council of the outcomes of the engagement process and the next steps involved with progressing the Mount Nelson and Sandy Bay Neighbourhood Plan project, principally through the preparation of a Directions paper.
 - 1.1.1. The outcomes of the engagement process undertaken in late 2023 are summarised in the engagement report (**Attachment A**).
 - 1.1.2. The next stage of this project, prior to the development of the draft Neighbourhood Plan, will be the drafting of a Directions paper. This paper will examine a range of different scenarios to guide the sustainable growth and development of the study area over the course of the 20-year planning horizon, to 2044.
 - 1.1.3. This paper builds on the work undertaken to date in the Discussion Paper and accompanying technical reports, as well as taking into account the feedback received from the community and Government agencies during the engagement period.
 - 1.1.4. The Directions Paper will include more detailed capacity testing of both the Sandy Bay and Lower Sandy Bay Activity (Shopping) Centres in the form of a Built Form Framework and Guidelines, as well as a gap analysis study of historic heritage in the study area.
 - 1.1.5. In developing the Directions Paper, staff will undertake more detailed investigations into the feasibility of many of the issues raised during the engagement period in consultation with internal stakeholders and subject matter experts in the fields of transport engineering, open space, urban design, heritage and environmental science.
 - 1.1.6. It is anticipated that this Paper will be placed on public exhibition to seek feedback from the community early next year.

2. Key Issues

- 2.1. Upon review of the written submissions, the online survey results, and feedback received in the face-to-face consultation sessions, the most salient issues that require further detailed work have been clarified.

- 2.2. This work will be incorporated into a Directions Paper, which will outline various development scenarios for the 5 key redevelopment opportunities that were identified in the Discussion Paper.
- 2.3. The focus for the Wrest Point precinct will likely be on exploring open space upgrades for improved public access and utilisation, rather than any further consideration of mixed-use medium density development options.
- 2.4. With regard to the UTAS Campus, a range of different scenarios will be investigated regarding future redevelopment options including the substantial retention of an educational use on the site.
- 2.5. Furthermore, a Built Form Framework and Guidelines will be prepared to outline future development capacity scenarios for both the Sandy Bay and Lower Sandy Bay Activity (Shopping) Centres.
- 2.6. In response to community feedback regarding heritage protection, Council will commission a study to better understand the current gaps in statutory historic heritage listings in the study area and examine options for ongoing future management of identified heritage items.

3. Recommendation

That Council note and endorse the outcomes of the engagement process and the next steps involved with progressing the Mount Nelson and Sandy Bay Neighbourhood Plan project, principally through the preparation of a Directions paper.

4. Background

- 4.1. On 12 December 2022, in response to a Councillor motion regarding the UTAS Elector Poll and Next Steps, Council resolved to prepare a Structure (Neighbourhood) Plan for Mount Nelson and Sandy Bay.
- 4.2. Subsequently, at its 20 February 2023 meeting, Council resolved to endorse the boundaries of the Neighbourhood Plan study area and indicative timing of the key planning milestones of the project.
- 4.3. Following 2 workshops with key stakeholders that were held in June and July 2023, a draft Discussion Paper was developed that identified a range of challenges and issues facing the future development and growth of the area. This Paper posed a number of ideas for the community to consider and provide feedback on including the potential for 5 key redevelopment opportunities. These were the main Sandy Bay Activity (Shopping) Centre, the Lower Sandy Bay Activity (Shopping) Centre, Wrest Point, and the Lower and Mid Campuses of the UTAS Campus.
- 4.4. On 30 October 2023, Council resolved to release the Discussion Paper for consultation with the community and key stakeholders from 1 November to 15 December 2023. This public engagement period was subsequently extended to 1 January 2024 with some submissions received up until 24 January 2024.
- 4.5. Council received 50 written submissions from individuals (including 5 anonymous submissions) and 12 submissions from Government Agencies, community groups and peak industry bodies. These submissions are summarised in the engagement report.
- 4.6. The project engagement page, on the Council's Your Say platform, had over **5,900** visits, with **2,275** engaged participants and **535** participants completed the survey during the exhibition period.

5. Legal, Risk and Legislative Considerations

- 5.1. Other than reputational and normal project management risk considerations, no specific legal, risk and legislative issues are seen to apply to the proposed next stage of this project.
- 5.2. The Neighbourhood Plan is likely to require implementation, partly by amending the planning scheme. This phase of the project will require further consideration by Council when the Neighbourhood Plan is finalised and implementation has commenced.
- 5.3. The Neighbourhood Plan will address risks to Council such as climate change, resilience and adaptation.

6. Discussion

- 6.1. The purpose of the engagement report is to summarise the key findings of the engagement activities that were undertaken in late 2023. The main sources of information that are summarised include:
- 6.1.1. the quantitative and qualitative results of the online community survey;
 - 6.1.2. the salient issues raised in written submissions from individuals, Government Agencies and community organisations; and
 - 6.1.3. the key themes discussed in numerous community workshops.
- 6.2 With regard to the issues raised by Government Agencies, individuals and community organisations, a response is provided at an officer level to advise on a broad range of matters.
- 6.3 The range of key issues were raised throughout this process included:
- traffic congestion
 - medium density and mixed-use development
 - social and affordable housing
 - the redevelopment of the UTAS Campus
 - public access to open spaces
 - climate change risks: sea level rise, riverine flooding, coastal inundation, bushfire hazards
 - protecting mid Century built heritage
 - Aboriginal heritage
 - pedestrian and cycling pathways
 - population growth forecasts
 - public transport
 - stormwater infrastructure
 - a future proposed ferry terminal
- 6.4 The aim of the Directions paper is to examine a range of different scenarios to guide the sustainable growth and development of the study area. This paper will build on some of the work undertaken to date in the Discussion Paper, and accompanying technical reports as well as taking into account the feedback received during the engagement period from the community and Government Agencies.
- 6.5 Urbis, a leading Urban Design and Land Use Planning consultancy, have been engaged to complete a Built Form Framework and Guidelines for each Activity (Shopping) Centre. The future scale and

potential development capacity of each Centre will be examined by developing a series of built form planning controls.

6.6 This work will be used to provide a technical evidence base to inform a range of different scenarios that will be outlined in greater detail in the Directions paper. In particular, the scope of this work will be:

- an analysis and identification of existing built-form character within each activity centre;
- identification of built form opportunities and constraints;
- identification of potential level of change;
- defining preferred future built form character; and
- defining and testing a set of built form principles, guidelines and requirements.

6.7 In relation to the heritage gap analysis study, Council is cognisant that there is a strong desire in the local community to further investigate historic heritage values in the study area. The Neighbourhood Plan is an ideal opportunity to update statutory heritage protections and examine options for ongoing future management of identified heritage items.

7. Capital City Strategic Plan

7.1. The Neighbourhood Plan project will contribute to achieving some of the strategic outcomes contained in the Capital City Strategic Plan 2023.

The Capital City Strategic Plan 2023 elaborates on how the Pillars set out in Hobart: A community vision for our island capital can be achieved. While a neighbourhood plan will have many “touchpoints” with the strategic outcomes within the Plan the key strategic outcomes that have particular relevance include:

7.1.1. Pillar 1. Sense of Place

Outcome: 1.1 Hobart keeps a strong sense of place and identity, even as the city changes.

Outcome: 1.2 Hobart's cityscape reflects the heritage, culture and natural environment that make it special.

7.1.2. Pillar 2. Community Inclusion, Participation and Belonging

Outcome: 2.1 Hobart is a place that recognises and celebrates Tasmanian Aboriginal people, history and culture, working together towards shared goals.

Outcome: 2.3 Hobart communities are active, have good health and wellbeing and engaged in lifelong learning.

Outcome: 2.4 Hobart communities are safe and resilient, ensuring people can support one another and flourish in times of hardship.

7.1.3. Pillar 3. Creativity and Culture

Outcome: 3.1 Hobart is a creative and cultural capital where creativity is a way of life.

Outcome: 3.4 Civic and heritage spaces support creativity, resulting in a vibrant public realm.

7.1.4. Pillar 4. City Economies

Outcome: 4.1 Hobart's economy reflects its unique environment, culture and identity.

Outcome: 4.4 Hobart's economy is strong, diverse and resilient.

7.1.5. Pillar 5. Movement and Connectivity

Outcome: 5.1 An accessible and connected city environment helps maintain Hobart's pace of life.

Outcome: 5.2 Hobart has effective and environmentally sustainable transport systems.

Outcome: 5.4 Data informs decision-making.

7.1.6. Pillar 6. Natural Environment

Outcome: 6.1 The natural environment is part of the city and biodiversity is preserved, secure and flourishing.

Outcome: 6.3 Hobart is a city with renewable and ecologically sustainable energy, waste and water systems.

Outcome: 6.4 Hobart is a leader on climate change moving toward a zero emissions and climate-resilient city.

Outcome: 6.5 Hobart's bushland, parks and reserves are places for sport, recreation and play.

7.1.7. Pillar 7. Built Environment

Outcome: 7.1 Hobart has a diverse supply of housing and affordable homes.

Outcome: 7.2 Development enhances Hobart's unique identity, human scale and built heritage.

Outcome: 7.3 Infrastructure and services are planned, managed and maintained to provide for community wellbeing.

Outcome: 7.4 Community involvement and an understanding of future needs help guide changes to Hobart's built environment.

7.1.8. Pillar 8. Governance and Civic Involvement

Outcome: 8.1 Hobart is a city that is well governed that recognises the community as an active partner that informs decisions.

8. Regional, State and National Plans and Policies

8.1. The following plans are relevant to the broader policy context of the Discussion Paper:

8.1.1. The State Government's 30-Year Greater Hobart Plan 2022 and 30-Year Greater Hobart Plan: Strategy for Growth and Change 2022.

8.1.2. The Southern Tasmanian Regional Land Use Strategy.

9. Financial Viability

9.1. Funding Source and Impact on Current Year Operating Result

9.1.1. Funding for this project has been allocated within the 24/25 budget for the City Futures Divisional

9.2. Impact on Future Years' Financial Result

9.2.1. The Neighbourhood Plan will outline a strategic approach to implementing its recommendations that may require funding in future years.

9.3. Asset Related Implications

9.3.1. The financial implications for assets will be addressed in the implementation plan phase of the project for consideration in future years.

10. Sustainability Considerations

10.1. The issues of responding to climate change risks and encouraging more sustainable forms of development and transport systems were key themes in the Discussion Paper and formed a large part of the discussions with the community.

11. Community Engagement

11.1. It is anticipated that the Directions Paper will be placed on public exhibition during which time written submissions from the community, Government Agencies and stakeholder groups will be sought.

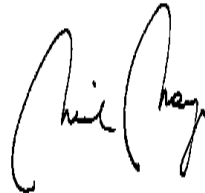
12. Communications Strategy

12.1. Council's Strategic Communications and Marketing team have developed a Communications Plan for the Neighbourhood Plan project.

As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.





Jennifer Lawley
PROGRAM LEADER CITY FUTURES



Neil Noye
DIRECTOR CITY FUTURES

Date: 24 April 2024
File Reference: F24/27660; 23/17

Attachment A: MN&SB NP Discussion Paper Engagement Report (Supporting information) 

Attachment B: MN&SB NP Discussion Paper Written Submissions (Supporting information) 

15. Fees and Charges 2024-25 - Tasmanian Travel and Information Centre
File Ref: F24/30040

Report of the Manager City Welcome and Director Connected City of 24 April 2024 and attachments.

Delegation: Council

REPORT TITLE: FEES AND CHARGES 2024-25 - TASMANIAN TRAVEL AND INFORMATION CENTRE**REPORT PROVIDED BY:** Manager City Welcome
Director Connected City**1. Report Summary**

- 1.1. The purpose of this report is to present the proposed fees and charges in respect to advertising with the Tasmanian Travel and Information Centre (TTIC) for the 2024-25 financial year.
- 1.2. Fees and charges are reviewed each year as part of the City's annual budget process.

2. Key Issues

- 2.1. Due to the increase in the proposed fees and charges, a small risk has been identified in respect to current operators/advertisers withdrawing from advertising participation in the 2024-25 financial year.
- 2.2. The *Tasmanian Travel and Information Centre Advertising Prospectus 2024-25* is scheduled to be circulated to potential advertisers in late April, therefore requiring a Council decision prior to the City's other fees and charges being considered by the Council.

3. Recommendation

That the schedule of fees and charges for the Tasmanian Travel and Information Centre (TTIC) marked as Attachment A to this report be approved for the 2024-25 financial year.

4. Background

- 4.1. The TTIC generates revenue by selling prime location advertising at the 20 Davey Street address and satellite operations at the Macquarie Wharf 2 Cruise Terminal, Elizabeth Mall Information Booth and in its online and in-store digital offerings.
- 4.2. In previous years, the TTIC had 3 different price points listed below:
 - 4.2.1. "Accredited" refers to a business that is accredited through the Australian Tourism Accreditation Program (ATAP) administered by the Tourism Industry Council of Tasmania.
 - 4.2.2. "Non-Accredited" which refers to a business that does not possess the above ATAP accreditation and appropriate pricing would apply.

- 4.2.3. "DST Member" refers to membership of Destination Southern Tasmania, the Southern Regional Tourism Organisation. In 2023-2024, DST Members were given 10% discount on advertising at the TTIC, in the hope of bringing in more advertising businesses which will continue into the 2024-25 financial year.
- 4.2.4. In the 2024-25 financial year, the proposal is to simplify the fees and charges and only have 2 sets of fees charges as per **Attachment A**.
- 4.2.5. Regular pricing; and
- 4.2.6. DST Member pricing (as above)
- 4.3. Reference to 'offers' means advertising offers that are promoted through the *Tasmanian Travel and Information Centre Advertising Prospectus*.
- 4.4. In general, fee changes this financial year are at 5%. The following are exceptions to the same where the price was either reduced or increased based on historical performance.
 - 4.4.1. Prime Position Angled Display did not have enough take-up and so prices reduced from at \$2,350.00 to \$2,000.00 (DST Member 10% discount reduced from \$2,115.00 to \$1,800.00).
 - 4.4.2. External A1 Lightboxes only had 1 taken up and hence prices have been dropped from \$900.00 to \$500.00 (DST Member 10% discount reduced from \$810.00 to \$450.00).
 - 4.4.3. Lightbox with Brochure Units pricing to increase beyond 5% due to high demand from \$2,300.00 to \$2,500.00 (DST Member 10% discount from \$2,070.00 to \$2,250.00).
 - 4.4.4. Exclusive Offers 2 and 8 (consisting of digital screen and brochure package) has been removed as there are identical advertising packages available at a higher price and hence to have the same offering at different prices as historically done did not make sense and is not in the best financial interests of the TTIC.
 - 4.4.5. Featured Business of the Week pricing to increase beyond 5% due to high demand from \$120.00 per week to \$200.00 per week (DST Member 10% discount from \$108.00 to \$180.00).

5. Discussion

- 5.1. It is proposed that the schedule of fees and charges for the TTIC marked as **Attachment A** to the report be approved for the 2024-25 financial year.

6. Hobart: A Community Vision For Our Island Capital

6.1. The document includes eight pillars that represent the major parts of Hobart life. Pillar 2 is Community Inclusion, Participation and Belonging.

6.2. The change of fees and charges aligns with:

2.2 We Celebrate Our Diversity and Include Each Other in City Life

2.2.9 We welcome visitors, and we strike a balance between meeting the needs of tourists and the needs of our communities.

7. Capital City Strategic Plan

7.1. The change of fees and charges in respect to the Tasmanian Travel and Information Centre aligns with the City of Hobart Capital City Strategic Plan 2023, namely:

7.2. *Pillar 4 – City Economies*

Outcome 4.4 – Hobart’s economy is strong, diverse and resilient.

4.4.2 – Develop strategic relationships in major Hobart industries such as education, tourism, hospitality, health, community services, science, research and the public and creative sectors.

8. Financial Viability

8.1. Funding Source and Impact on Current Year Operating Result

8.1.1. Fees and charges for the TTIC are accounted for in the 2024-25 Connected City Division (City Welcome, Tasmanian Travel and Information Centre).

8.1.2. A 5% average increase is proposed overall for existing advertising revenue charges for the 2024-25 financial year, totalling an additional \$9,000.00.

8.1.3. By changing Exclusive Offers 2 and 8 to be regular “Screen Display and Brochure Packages” based on 2023-24 pricing, the TTIC has an incremental earning potential of \$2,450.00.

8.1.4. By increasing Featured Business of the Week price, the TTIC has an incremental earning potential of \$4,320.00.

8.2. Impact on Future Years’ Financial Result

8.2.1. The impact on future year’s financial results would be subject to the Council’s annual review process of fees and charges.

9. Community Engagement

9.1. The 2024-25 Fees and Charges have been determined through tourism and visitor data from:

- Tourism Tasmania visitor economy statistics.
- Tasmanian Visitor Survey (TVS) results.
- Tasmanian Travel and Information Centre Advertising Prospectus 2023-24.
- Current visitor numbers and revenue returning to pre-pandemic levels at the TTIC.

10. Communications Strategy

10.1. The 2024-25 Fees and Charges will be communicated to the applicable stakeholders and tourism industry through the *Tasmanian Travel and Information Centre Advertising Prospectus 2024-25*.

As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.




Lisa Punshon
MANAGER CITY WELCOME



Jacqui Allen
DIRECTOR CONNECTED CITY

Date: 24 April 2024
File Reference: F24/30040

Attachment A: 2024-25 Tasmanian Travel and Information Centre Proposed Fees (Supporting information) 

16. Proposed Lease of City of Hobart Land at Cornelian Bay Point
File Ref: F24/38078; 18/260-004-004

Report of the Property Officer, Open Space Planner, Acting Manager Open Space and Acting Director City Life of 24 April 2024 and attachment.

Delegation: Council

REPORT TITLE: PROPOSED LEASE OF CITY OF HOBART LAND AT CORNELIAN BAY POINT**REPORT PROVIDED BY:** Property Officer
Open Space Planner
Acting Manager Open Space
Acting Director City Life**1. Report Summary**

- 1.1. The purpose of this report is for Council to consider a proposal from TasWater to lease land (see plan of proposed lease area in Attachment A) at Cornelian Bay Point, 19 Queens Walk for a period of one year and thereafter a monthly lease up to a likely maximum of two years, to facilitate the TasWater Macquarie Point to Selfs Point pipeline project.
- 1.2. Most of the proposed lease area is undulating, weed infested, land that has been subject to fly-tipping in the past.
- 1.3. The land will be used by TasWater for work that includes bulk earthworks, quarry material stockpiles, spoil material stockpiles, crushing operations, material laydown, on site amenities hut and a toilet.
- 1.4. The total lease area is 8140 square metres. The land has been independently valued at \$5 per square metre. Accordingly, the lease will be for a sum of \$40,700 per annum.
- 1.5. At the end of the lease, the land will be returned to City of Hobart in a generally flat condition, as a continuation of the existing open space to the south, top soiled and seeded with grass.
- 1.6. A key outcome from the lease and benefit for the City of Hobart will be an additional area of usable, flat, open space suitable for public recreation.
- 1.7. Pursuant to section 179 of the *Local Government Act 1993*, as the proposed lease term does not exceed five years, the City will not need to undertake a period of public advertising as required under section 178 of the Act.

2. Key Issues

- 2.1. The land is currently underutilised, weed infested and fenced to restrict public access from the existing open space to the South. It is evident that the fence has been damaged to facilitate some pedestrian access/egress from this Southern boundary. To the North, a gate restricts vehicle access from Gas Road.

- 2.2. Areas of the land have been subject to fly tipping. The majority of the land to the east of the existing restricted access road is undulating. To the west of the road, there is a strip of land bordering the rock face/slope to the boundary of the site and the neighbouring cemetery.
- 2.3. As TasWater proposes to import material to the site, a condition of the lease will be that TasWater must only bring clean fill to the site. The City of Hobart will not accept any controlled waste, as defined in the *Environmental Management and Pollution Control Act 1994*, being imported to the site.
- 2.4. Following the completion of the works, the land will be returned to the City of Hobart in a generally flat condition, free draining, top soiled and seeded.
- 2.5. TasWater has offered to leave the boundary fence that they will install along the boundary with the River Derwent. City officers intend to accept the offer to retain this fence, to ensure the future safety of users of the site.

3. **Recommendation**

That:

1. ***The City of Hobart grant a lease of the area shown on the map that forms Attachment A to this report to TasWater for a term of one year and thereafter on a monthly lease. The rent for the lease is to be not less than \$40,700 per annum.***
2. ***It be a condition of the lease that following the end of the lease period, the site be returned to the City of Hobart in a generally flat condition, top soiled and seeded, with TasWater responsible for maintaining the land during an eight week maintenance and establishment period.***
3. ***The Chief Executive Officer be authorised to negotiate and agree to the final terms of the lease.***

4. Background

- 4.1. The program of work is part of TasWater's commitment to investing in new and improved sewage infrastructure to cater for Hobart's future growth.
- 4.2. There are four separate but interconnected projects which are:
 - 4.2.1. the Selfs Point Sewage Treatment Plant Expansion, near New Town Bay,
 - 4.2.2. the Macquarie Point to Selfs Point pipeline,
 - 4.2.3. the new Macquarie Point Sewage Pump Station, and
 - 4.2.4. decommissioning of the existing Macquarie Point Sewage Treatment Plant.
- 4.3. The Macquarie Point Sewage Treatment Plant currently treats wastewater from residential, business and light industrial customers within North Hobart, West Hobart, Glebe, South Hobart, Battery Point and the Hobart Central Business District (CBD).
- 4.4. The Selfs Point Sewage Treatment Plant was built in 1972 to support the treatment of Hobart's wastewater. The plant currently treats around nine megalitres of wastewater from suburbs including Lenah Valley, New Town, Mount Stuart, Sandy Bay, Dynnyrne, Tolmans Hill, Mount Nelson and Taroona.
- 4.5. As part of this transformative project, TasWater will be building a new 4.5-kilometre pipeline to connect the new pump station at Macquarie Point and the expanded Selfs Point Sewage Treatment Plant.
- 4.6. The pipeline will run from Macquarie Point across the Queens Domain and Cornelian Bay Bayside Grounds. There has been extensive consultation by TasWater with the planning of that pipeline with Council officers. This work is planning exempt.
- 4.7. The lease of the land will facilitate the construction of the pipeline.

5. Legal, Risk and Legislative Considerations

- 5.1. The Legal and Property team will negotiate the final terms of the lease to ensure the City of Hobart's interests are protected.
- 5.2. Pursuant to Section 179 of the *Local Government Act 1993*, as the proposed lease term does not exceed five years, the City will not need to undertake a period of public advertising as required under section 178 of the Act.

- 5.3. TasWater has undertaken a Cultural Heritage Assessment for the project, compliance with outcomes of the assessment will be a condition of the lease.

6. Discussion

- 6.1. Following the approach by TasWater for use of Council land, officers sought a market valuation of the land. The land has been valued at \$5 per square metre. The lettable area is 8,140m².
- 6.2. If approved by Council, the leased area will be used by TasWater for work that includes bulk earthworks, quarry material stockpiles, spoil material stockpiles, crushing operations, material laydown, on site amenities hut and a toilet.
- 6.3. TasWater has been advised that the City of Hobart will only accept clean fill being imported to the site and will not accept any controlled waste, as defined in the *Environmental Management and Pollution Control Act 1994*, being imported to the site. This will be a condition of a lease, if approved by Council.
- 6.4. TasWater has sought an exemption from the payment of a waste levy, on the principle that there is a genuine re-use of the fill.
- 6.5. It is considered that the value of the lease is enhanced by the ability for the site to be used for the importation of clean fill.
- 6.6. City of Hobart officers agree that there is a genuine re-use of the fill, as the works by TasWater will result in the creation of a new area of predominantly flat, open space that will form an extension to the existing open space at Cornelian Bay Point.
- 6.7. Subject to future funding, this new open space might be suitable for a number of different uses, including, as a general open space, or if suitably fenced, an alternative dog off lead area. The new area of open space presents an opportunity to increase tree canopy cover in the city.
- 6.8. The work on site will include some changes to the level of land and consequently, the road will need to be reinstated. This will be a condition of the lease, if approved by Council.
- 6.9. Stormwater mitigation has been considered and will be the subject of ongoing discussion between City Officers and TasWater. Approval of the final plan for treatment of stormwater as a result of the changed levels on site, will be a condition of the lease.
- 6.10. The benefit of the lease to the City of Hobart is the income received for the lease period, and the reclamation of the land to a state that is fit for purpose as open space.
- 6.11. TasWater has offered to leave the boundary fence that they will install along the boundary with the River Derwent. City officers intend to

accept the offer to retain this fence, to ensure the future safety of users of the site. In addition, TasWater has offered to provide a fence to the Northern edge of the new area of open space. This offer has been accepted and will be a condition of the lease.

7. Hobart: A Community Vision For Our Island Capital

7.1. The proposal reflects the following focus areas in the Community Vision under Pillar 7 Built Environment:

7.1.1. 7.3 Infrastructure and Services Support a High Quality of Life

7.1.2. 7.3.1 We have world-class infrastructure that supports affordable living and access to work, study, services and other facets of life.

7.1.3. 7.3.2 Our infrastructure, services and other aspects of our built environment support equal access for all.

7.1.4. 7.3.3 Our infrastructure and services are planned, managed and maintained so they provide long-term benefits to Hobart communities.

8. Capital City Strategic Plan

8.1. The proposal furthers a number of strategies in the Capital City Strategic Plan 2023 including:

8.1.1. 1.1.4 Understand, prepare for and respond to the impacts of the global climate and biodiversity emergency and other factors on Hobart's identity and sense of place.

8.1.2. 2.4.1 Protect and improve public and environmental health, wellbeing and safety.

8.1.3. 6.1.3 Protect and enhance Hobart habitats, key natural assets and ecosystems, including wildlife corridors and waterways.

8.1.4. 6.1.5 Regulate, measure and manage potentially polluting activities, prioritising air and water quality.

8.1.5. 6.3.3 Improve water quality in Hobart's waterways and identify water catchment activities that are contributing to stormwater pollution.

9. Financial Viability

9.1. Funding Source and Impact on Current Year Operating Result

9.1.1. The investigation and implementation of the proposal will be funded by the Legal and Property and Open Space unit operational budgets as part of their ordinary functions.

9.2. Impact on Future Years' Financial Result

9.2.1. Additional income received from the lease of the land will be \$40,700 per annum should the lease be approved.

9.3. Asset Related Implications

9.3.1. The lease will be conditioned to safeguard the use of the land and the condition in which it is returned to the City of Hobart.

10. Community Engagement

10.1. TasWater has a detailed engagement strategy for the program of work.

As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.



Andrew Topfer
PROPERTY OFFICER



Brian Pearson
OPEN SPACE PLANNER



Sean Black
ACTING MANAGER OPEN SPACE



Karen Abey
ACTING DIRECTOR CITY LIFE

Date: 24 April 2024
File Reference: F24/38078; 18/260-004-004

Attachment A: Proposed Lease Area at Cornelian Bay Point (Supporting information) 

17. Lease Renewal - Amplitel - Part of 2 Davies Avenue, Queens Domain
File Ref: F24/18542; 15/153-689

Report of the Property Officer Manager Legal, Corporate Governance and Director City Enablers of 24 April 2024 and attachments.

Delegation: Council

REPORT TITLE: LEASE RENEWAL - AMPLITEL - PART OF 2 DAVIES AVENUE, QUEENS DOMAIN

REPORT PROVIDED BY: Property Officer
Manager Legal and Corporate Governance
Director City Enablers

1. Report Summary

- 1.1. This report is seeking approval to enter a lease with Amplitel for part of 2 Davies Avenue, Queens Domain as shown in the plan at Attachment A for a term of ten years together with a ten-year option with a rent of \$20,000 (GST exclusive) pa.

2. Key Issues

- 2.1. The key issue is that Amplitel are seeking an expanded lease area as shown on the plan at Attachment B.

Recommendation

That:

- 1. The Council grant a lease of the area at 2 Davies Avenue, Queens Domain as shown in the plan at Attachment A to this report to Amplitel for a term of ten years together with a ten-year option, to no objections being received during the statutory community engagement process required under Sections 178 of the Local Government Act 1993. The rent for the lease is to be not less than \$20,000 (GST exclusive) per annum.***
- 2. Should any objections be received during the community engagement period, a further report will be provided to the Council.***
- 3. The Chief Executive Officer be otherwise authorised to negotiate and agree to the final terms of the lease.***

3. Background

- 3.1. The City of Hobart (“**City**”) currently leases a portion of the Queens Domain near the TCA Grounds to Telstra Corporation Ltd for the purpose of a telecommunications tower and associated infrastructure as shown at Attachment A.
- 3.2. In 2021 Telstra Corporation Ltd undertook a restructure which included spinning off its tower assets into a partnership with a consortium which now trades as Amplitel. Telstra retains a controlling majority ownership.
- 3.3. Amplitel have now approached Council seeking to renew the lease of the TCA site and extend the lease area to allow for additional infrastructure to be installed (“Proposed Lease Area”) as shown at Attachment B.
- 3.4. The Proposed Lease Area has an assessed value of \$22,000 (GST exclusive) with a range of \$20,000 to \$24,000. After extensive negotiations with Amplitel representatives, a rent of \$20,000 (GST exclusive) has been agreed in principle subject to Council approval.

4. Legal, Risk and Legislative Considerations

- 4.1. The Legal and Property team will negotiate the final terms of the lease to ensure the City’s interests are protected.
- 4.2. Pursuant to Section 179 of the *Local Government Act 1993*, as the requested lease term exceeds five years, the City will undertake a period of public advertising as required under Section 178 of the Act.
- 4.3. Following the advertising period prescribed under Section 178 of the Act, it is proposed that subject to no objections being received regarding the proposed lease, the CEO negotiate and finalise the lease.
- 4.4. In accordance with the Act, should any objections be received from the public, a further report will be presented to the Council.

5. Discussion

- 5.1. The current lease has been in place since 1 July 2014. Telecommunication infrastructure is currently located on the area shown at Attachment A.
- 5.2. Amplitel have advised that they are seeking additional space to provide their customers with the ability to install and upgrade equipment necessary to improve the telecommunication network. Amplitel has advised improving access to providers at this location will minimise the need for additional telecommunication towers.
- 5.3. The Proposed Lease Area extends into an area of Queens Domain managed by the City’s Open Space Unit. The Open Space Unit has been consulted and have no objection to the extended lease area.

6. Capital City Strategic Plan

- 6.1. Granting the lease will facilitate the use of telecommunication technologies in the surrounding area. Accordingly, the lease contributes to achieving Outcome 5.3, *Technology serves Hobart communities and visitors and enhances quality of life.*

7. Financial Viability**7.1. Funding Source and Impact on Current Year Operating Result**

- 7.1.1. The negotiations of the lease have been undertaken by the Legal & Property team out of Legal & Property budget. Amplitel have agreed to contribute \$1,500.00 to the City's legal fees.

7.2. Impact on Future Years' Financial Result

- 7.2.1. The passing rent under the current lease is \$10,979 (exclusive of GST). Accordingly, if the lease is approved there will be an initial increase in rent of \$9,021 pa.

7.3. Asset Related Implications

- 7.3.1. Minor reduction in public open space on Queens Domain during term of lease, however nearby desire line will be unaffected.

As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.



Andrew Topfer
PROPERTY OFFICER





Wes Young
MANAGER LEGAL AND CORPORATE GOVERNANCE



Michael Reynolds
DIRECTOR CITY ENABLERS

Date: 24 April 2024
File Reference: F24/18542; 15/153-689

Attachment A: Telstra Lease Area (Supporting information) 

Attachment B: Proposed Lease Area (Supporting information) 

18. Proposed Lease - Cornelian Bay Sportsground - TasWater
File Ref: F24/31974

Report of the Program Leader Sport and Recreation and Director City Futures of 24 April 2024 and attachment.

Delegation: Council

**REPORT TITLE: PROPOSED LEASE - CORNELIAN BAY
SPORTSGROUND - TASWATER****REPORT PROVIDED BY:** Program Leader Sport and Recreation
Director City Futures**1. Report Summary**

- 1.1. The purpose of this report is to consider a request from TasWater to lease land at Cornelian Bay Sportsground, off Bell Street, New Town for a period of one year with an option for a monthly lease for a further period of up to two years to facilitate the TasWater Macquarie Point pipeline project.
- 1.2. The leased area (approximate area below) is directly adjacent to the Cornelian Bay Sportsground, however will not interfere with the predominant use of the site.



- 1.3. The area will be utilised for hoarding, topsoil strip and hardstand construct, quarry material stockpiles, spoil material stockpiles, material laydown and cribroom and toilets.
- 1.4. It should be noted that another report will be considered for another parcel of land at the end of Gas Road, Cornelian Bay at the meeting.
- 1.5. A copy of the proposed lease area is *attached* to this report.

2. Key Issues

- 2.1. The proposed site is of little value to the City in its current format and does not provide any formal recreation opportunities. It is noted however there are groups that do use this space for volleyball, however there is no hire agreement with Council, and officers would be willing to work with this group to find an alternative location.

- 2.2. The location is close to neighbours in Bell Street who have not yet been consulted. The proposed operating times for the site are 7:00am – 6:00pm weekdays and 9:00am to 1:00pm on Saturday. These times are in compliance with noise restrictions and it is understood that most days of operation will be less than the stated hours.
- 2.3. Other affected stakeholders in the area include the Boathouse Restaurant, the owners of the boat sheds and users of the Oval who will also need to be consulted.

3. **Recommendation**

That:

1. ***In principle approval for a lease of the area shown on the attached plan to TasWater for a term of one year and thereafter a monthly lease for a maximum of a further two years be provided subject to consultation being undertaken with the residents of Bell Street and that feedback being provided to Council.***
2. ***Should there be reasonable objections to the proposal that the Council reconsider the matter.***
3. ***The rent for the lease be not less than \$7.50 per square metre for the site, with an approximate annual rental due of \$37,000.***
4. ***Following the end of the lease period, the site be returned to the City of Hobart top soiled and seeded, with TasWater responsible for maintaining the land during an eight week maintenance and establishment period and that any infrastructure damaged during the lease period such as irrigation be repaired.***
5. ***The Chief Executive Officer be authorised to negotiate and agree to the final terms of the lease.***

4. Background

- 4.1. The program of work is part of TasWater's commitment to investing in new and improved sewage infrastructure to cater for Hobart's future growth.
- 4.2. There are four separate but interconnected projects which are the Selfs Point Sewage Treatment Plant Expansion, near New Town Bay, the Macquarie Point to Selfs Point pipeline, the new Macquarie Point Sewage Pump Station, and decommissioning of the existing Macquarie Point Sewage Treatment Plant.
- 4.3. The Macquarie Point Sewage Treatment Plant currently treats wastewater from residential, business and light industrial customers within North Hobart, West Hobart, Glebe, South Hobart, Battery Point and the Hobart Central Business District (CBD).
- 4.4. The Selfs Point Sewage Treatment Plant was built in 1972 to support the treatment of Hobart's wastewater. The plant currently treats around nine megalitres of wastewater from suburbs including Lenah Valley, New Town, Mount Stuart, Sandy Bay, Dynnyrne, Tolmans Hill, Mount Nelson and Tarooona.
- 4.5. As part of this transformative project, TasWater will be building a new 4.5-kilometre pipeline to connect the new pump station at Macquarie Point and the expanded Selfs Point Sewage Treatment Plant.
- 4.6. The pipeline will run from Macquarie Point across the Queens Domain and Cornelian Bay Bayside Grounds.
- 4.7. The lease of the land will facilitate the construction of the pipeline.

5. Legal, Risk and Legislative Considerations

- 5.1. The Legal and Property team will negotiate the final terms of the lease to ensure the City of Hobart's interests are protected.
- 5.2. Pursuant to Section 179 of the *Local Government Act 1993*, as the proposed lease term does not exceed five years, the City will not need to undertake a period of public advertising as required under Section 178 of the Act.
- 5.3. TasWater has undertaken a Cultural Heritage Assessment for the project, compliance with outcomes of the assessment will be a condition of the lease.

6. Discussion

- 6.1. Following the request to lease the parcel of land the City engaged a valuer to determine a fair valuation for the site. The site which is approximately 4,900 m² was determined to have a rental a rate of \$7.50 m² or around \$37,000 per annum.

- 6.2. Should the Council approve the in-principle lease Tas Water will be required to undertake community engagement and provide the results to the City.
- 6.3. Should there be a negative community reaction to the proposal the matter will need to be reconsidered by Council.
- 6.4. Should the lease be approved a lease agreement will be develop by Council staff and provided to TasWater for signature.
- 6.5. As noted earlier the lease will require TasWater to reinstate the site and fix any damage to assets.

7. Hobart: A Community Vision For Our Island Capital

- 7.1. The proposal reflects the following focus areas in the Community Vision under Pillar 7 Built Environment:

7.3 Infrastructure and Services Support a High Quality of Life

7.3.1 We have world-class infrastructure that supports affordable living and access to work, study, services and other facets of life.

7.3.2 Our infrastructure, services and other aspects of our built environment support equal access for all.

7.3.3 Our infrastructure and services are planned, managed and maintained so they provide long-term benefits to Hobart communities.

8. Capital City Strategic Plan

- 8.1. The proposal furthers a number of strategies in the Capital City Strategic Plan 2023 including:

1.1.4 Understand, prepare for and respond to the impacts of the global climate and biodiversity emergency and other factors on Hobart's identity and sense of place.

2.4.1 Protect and improve public and environmental health, wellbeing and safety.

6.1.3 Protect and enhance Hobart habitats, key natural assets and ecosystems, including wildlife corridors and waterways.

6.1.5 Regulate, measure and manage potentially polluting activities, prioritising air and water quality.

6.3.3 Improve water quality in Hobart's waterways and identify water catchment activities that are contributing to stormwater pollution.

9. Financial Viability

- 9.1. Funding Source and Impact on Current Year Operating Result

9.1.1. The investigation and implementation of the proposal will be funded by the Legal and Property and Open Space unit operational budgets as part of their ordinary functions.

9.2. Impact on Future Years' Financial Result

9.2.1. Additional income received from the lease of the land will be \$37,000 per annum commencing from the 24/25 financial year should the lease be approved.

9.3. Asset Related Implications

9.3.1. The lease will be conditioned to safeguard the use of the land and the condition in which it is returned to the City of Hobart.

10. Community Engagement

10.1. As noted earlier in the report, a condition of approval for the lease will be adequate community engagement with nearby residents and businesses.

As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.

Shannon Avery
**PROGRAM LEADER SPORT AND
RECREATION**

Neil Noye
DIRECTOR CITY FUTURES

Date: 24 April 2024
File Reference: F24/31974

Attachment A: Cornelian Bay Sportsground - Proposed leased area
(Supporting information) 

**19. Yellow Ribbon Road Safety Council Memorandum of Understanding
File Ref: F24/33338; 17/116**

Report of the Manager City Mobility and Director City Futures of 24 April 2024
and attachments.

Delegation: Council

**REPORT TITLE: YELLOW RIBBON ROAD SAFETY COUNCIL
MEMORANDUM OF UNDERSTANDING****REPORT PROVIDED BY:** Manager City Mobility
Director City Futures**1. Report Summary**

- 1.1. This report seeks endorsement from Council to enter into a Yellow Ribbon Road Safety Council Memorandum of Understanding (MOU) with Safer Australian Roads and Highways Inc (SARAH).
- 1.2. In partnership with SARAH, the City can meet key road safety objectives in raising awareness and promotion of how road crashes impact individuals, support community education initiatives and campaigns and be represented as road safety advocates.
- 1.3. The City has received grant funding from the Road Safety Advisory Council to develop a campaign around providing awareness of pedestrian safety in the City.
- 1.4. SARAH and the City can work closely in achieving common goals and advocating for safety initiatives aligned with the City's Strategic Plan and Strategies.

2. Key Issues

- 2.1. In the 2023 calendar year, there were 885 crashes recorded on City of Hobart streets, which included 757 crashes that resulted in property damage only, 40 crashes that resulted in 'first aid at scene', 72 crashes that resulted in 'minor injuries (taken to hospital and not kept overnight)', 16 crashes that resulted in 'serious injuries (taken to hospital and kept overnight)', and 0 crashes that resulted in fatalities. This equates to 128 crashes resulting in injury.
- 2.2. Raising awareness through education programs and campaigns and other activities would form part of other road safety initiatives addressed in the draft Hobart transport strategy 2024.
- 2.3. In entering into the Yellow Ribbon Road Safety Council Memorandum of Understanding, Council will be required to pay an annual financial contribution to assist SARAH's National Road Safety Week initiatives.

3. Recommendation

That Council delegates to the Chief Executive Officer, the authority to enter into a Memorandum of Understanding with Safer Australian Roads and Highway Inc in promoting Yellow Ribbon Road Safety National road Safety Week and partnership road safety initiatives.

4. Background

- 4.1. In the past City of Hobart have demonstrated leadership and active in the Road Safety space:
 - 4.1.1. In June 2022, City of Hobart organised and hosted a workshop with David McTiernan from the Australian Road Research Board (ARRB) for Local Government southern region professionals which involved planning and implementation of road safety improvements on our roads. David Tiernan is the National Leader Transport Safety, Smarter Safety Infrastructure, and Portfolio Leader Infrastructure Safety Performance at ARRB.
 - 4.1.1.1. David McTiernan have also presented in the workshop with Elected Members to respond to a Notice of Motion regarding pedestrian priority treatments.
 - 4.1.2. In partnership with Department of State Growth (Road Safety Branch) and the Australasian College of Road Safety have coordinated and hosted a walking tour for Local Government industry professionals to discuss road safety aspects of the Hobart Waterfront improvements.
 - 4.1.3. The City will be taking part in the National Road Safety Conference in October 2024 where City officers will be presenting on the implementation of road safety initiatives in the past 8 years including speed limit reductions.
 - 4.1.4. The City has obtained Community Road Safety Grant to assist in the development of three School Active Travel Plans in conjunction with school communities which include a range of policy, education program and project actions.
 - 4.1.5. The City has successfully received Transport Commission approval for the implementation of speed reduction schemes to encourage slower environments in high pedestrian activity. This was following Council resolution from the meeting of the 6 July 2020:

"That: 1. The Council endorse the engagement with key stakeholders and the preparation of supporting documentation to allow a submission to the Transport Commissioner requesting the following speed limit changes in Hobart's Central Business District indicatively proposed as:

- a) Elizabeth Street between Melville and Morrison Streets (excluding the Elizabeth Street Mall and Macquarie and Davey Street crossing points) from 50 to 30km/hour. (Note: Elizabeth Street between Collins and Davey Streets is currently 30km/hr).
- b) Collins and Liverpool Streets between Murray and Argyle from 50 km/hour to 30km/hour (Note: Criterion Lane and Liverpool St between Elizabeth Street and Murray Street is currently 30km/hr).
- c) Melville and Bathurst Streets between Harrington and Campbell Streets from 50 km/hour to 40km/ hour.
- d) Harrington, Murray, Argyle and Campbell Streets between Melville and Davey Streets (excluding the Davey and Macquarie Street crossings), from 50 km/hour to 40km/hour.
- e) Liverpool and Collins Streets between Harrington and Murray Streets, and between Argyle and Campbell Streets from 50 km/hour to 40km/hour. (Note: Collins Street from Argyle to Elizabeth Street is currently 30 km/hour)
- f) Market Place, Kemp Street, Trafalgar Place, Purdys Mart, Wellington Court, Harrington Lane, Watchorn Street, Victoria Street, Bidendopes Lane from 50 km/hour to 40km/hour.

2. The Council endorse engagement with key stakeholders and the preparation of supporting documentation to allow a submission to the Transport Commissioner for the following speed limit changes in the Suburban Retail Precincts between the hours of 7:00am until 7:00pm Monday to Thursday and 7:00am until 10:00pm Friday to Sunday indicatively proposed as:

- a) North Hobart between Burnett Street and Tasma Street from 50km/hour to 40km/ hour (Note: Extending the existing 40km/hour zone between Federal Street and Burnett Street).
- b) Lenah Valley between Giblin Street and Greenway Avenue from 50km/hour to 40km/ hour.
- c) South Hobart from Excell Lane and the Southern Outlet Junction from 50km/hour to 40km/ hour.
- d) Sandy Bay along Sandy Bay Road from Osborne Street and Russell Crescent, and including King Street between Grosvenor Street and Princes Street, Gregory Street between Grosvenor and Sandy Bay Road,

Princes Street between King Street and Sandy Bay Road, and Russell Crescent between Sandy Bay Road and King Street from 50km/hour to 40km/ hour.

- e) New Town: New Town Road from Marsh Street to the Pirie Street intersection, and Risdon Road between New Town Road and Swanston Street from 50km/hour to 40km/ hour.”

5.

- 5.1. The Draft Hobart Transport Strategy 2024 identifies Road Safety as a key initiative. The strategy supports the Towards Zero Strategy in reducing the number of annual serious injuries and fatalities on Tasmania’s roads by adopting the Safe Systems Approach to Road Safety.
- 5.2. The key specific actions from the strategy that are aligned with key Road Safety initiatives are:
- 5.2.1. Develop a Speed Limit Reduction Policy including a review of existing lower speed limits and which establishes principles for where and why speed limit modifications will be considered and sought. Legal, Risk and Legislative Considerations
 - 5.2.2. Continue to work with our operator on the management of e-scooters to prioritise pedestrian safety.
 - 5.2.3. Continue to enhance vulnerable road user safety through improved infrastructure.
 - 5.2.4. Continue to develop traffic management improvements to improve pedestrian accessibility within the City of Hobart CBD, schools, and key retail precincts.
 - 5.2.5. Advocate for baseline data collection and road safety and usage data hub for use by Local Governments

6. Discussion

- 6.1. The Yellow Ribbon Council program aligns with City of Hobart’s commitment to community road safety, offering an opportunity for the City of Hobart to partner with the Safar Australian Roads and Highways Inc (SARAH), a not-for-profit association, and be identified as road safety advocates.
- 6.1.1. Coordinating road safety behavioural campaigns for Road Safety Week and other Road Safety initiatives and displaying the colour yellow.
 - 6.1.2. Developing education and awareness programs and activities that forms part of our current strategies and work programs.

- 6.1.3. Raising awareness on road safety by displaying the yellow ribbon on Council registered vehicles.
- 6.1.4. Further promotional activities in alleviating road safety in the city's projects and initiatives.
- 6.2. The strategic intent for City of Hobart (see page 3 of MOU) proposed in the MOU is to aspire in delivering road safety outcomes aligned with the City of Hobart's strategies and frameworks listed below:
- 6.3. The Memorandum of Understanding will assist SARA in promoting Australia's National Road Safety Week. This year the National Road Safety Week is held in Tasmania between 5 – 12 May 2024.
 - 6.3.1. The City have received grant funding from the Road Safety Advisory Council and MAIB to hold a community event promoting road safety.
 - 6.3.2. The key messages of the campaign is providing awareness of the importance of pedestrian safety in the city and for pedestrians to look up and around when walking in the city.
- 6.4. With the Department of State Growth as the Principal Government Partners, other Local Governments including Launceston City Council, Break O' Day Council and Glenorchy City Council have also entered into the agreement with SARA.

7. Hobart: A Community Vision For Our Island Capital

- 7.1. The Yellow Ribbon Road Safety initiatives supports Pillar 5: Movement and Connectivity of the Community Vision, derived from this pillar:

We are a city where everyone has effective, safe, healthy and environmentally-friendly ways to move and connect, with people, information and goods, and to and through spaces and the natural environment.

8. Capital City Strategic Plan

- 8.1. The key strategic outcomes of the Capital City Strategic Plan supported by the Yellow Ribbon Road Safety Council initiatives are:

- 8.1.1. Pillar 5: Movement and Connectivity

Outcome 5.1 An accessible and connected city environment helps maintain Hobart's pace of life.

9. Regional, State and National Plans and Policies

9.1. The Yellow Ribbon Road Safety Council initiative supports the following Tasmanian Government plans and strategies, in particular:

(a) *Towards Zero - Tasmanian Road Safety Strategy 2017-2026 (2016)*

10. Financial Viability

9.1. Funding Source and Impact on Current Year Operating Result

9.1.1 The cost of an annual financial contribution for assisting in the National Road Safety week initiatives is \$1,950 (excluding GST) which can be covered from City Mobility's annual operational budget.

9.2 Impact on Future Years' Financial Result

9.2.1 Should Council wish to continue with the MOU and identify itself as a Yellow Ribbon Road Safety Council then the cost would \$2,500 (excluding GST).

9.3 Asset Related Implications

9.3.1 There is no foreseeable implication on Council assets as part of entering into the Yellow Ribbon Road Safety Council MOU.

11. Communications Strategy

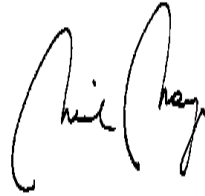
11.1. Following signing of the MOU, The City of Hobart will meet with SARA association on a regular basis to develop strategies in raising awareness and promoting aspects of road safety aligned with both parties strategic intent.

11.2. The City of Hobart have received funding for a campaign in pedestrian safety within the City National Road Safety Week.

As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.



Daniel Verdouw
MANAGER CITY MOBILITY



Neil Noye
DIRECTOR CITY FUTURES

Date: 24 April 2024
File Reference: F24/33338; 17/116

Attachment A: Yellow Ribbon Road Safety Council - MOU (Supporting information) 

20. Inquiry into the Importance of Antarctica to Australia's National Interests-City of Hobart draft submission
File Ref: F24/30180

Report of the Acting Head of Intergovernmental Relations & Partnerships and Director Connected City of 24 April 2024 and attachment.

Delegation: Council

REPORT TITLE: INQUIRY INTO THE IMPORTANCE OF ANTARCTICA TO AUSTRALIA'S NATIONAL INTERESTS-CITY OF HOBART DRAFT SUBMISSION

REPORT PROVIDED BY: Acting Head of Intergovernmental Relations & Partnerships
Director Connected City

1. Report Summary

- 1.1. The purpose of this report is to seek Council's endorsement of the City of Hobart's submission to the Joint Standing Committee on the National Capital and External Territories (JSCNCET), Inquiry into the importance of Antarctica to Australia's national interests.
- 1.2. The JSCNCET is inquiring into and reporting on the importance of Antarctica to Australia's national interest.
- 1.3. This submission is a significant opportunity for the city to advocate to the Australian Government the importance of the city's gateway status, and the future needs of our Antarctic sector.

2. Key Issues

- 2.1. Key points outlined in City of Hobart's submission have highlighted the value and strength of our local Antarctic sector to Australia's leading role in the Antarctic, as well as several critical issues relating to its future, including:
 - 2.1.1. Development of a number of strategic infrastructure project that will boost industry, and research capacity, attract business and jobs, and enhance Hobart's reputation as the premier gateway to the Antarctic and Southern Ocean.
 - 2.1.2. Establishing the Antarctic and Science Precinct, which will bring together local, national and international Antarctic expertise within a centralised facility at Macquarie Point.
 - 2.1.3. Redevelopment of the Macquarie Wharf which is key to future proofing the logistical capability of the Hobart Port to meet the requirements of the Antarctic sector, including as the home port of the *Nuyina* and many visiting international icebreakers and research vessels.
 - 2.1.4. The immediate need for a fuel barge to allow vessels to refuel at the Port of Hobart without the need to transit under the Tasman Bridge, which is currently a limiting factor for larger vessels, which means refuelling elsewhere, including at the Burnie port.

3. **Recommendation**

That the Council endorse the submission, marked as Attachment A to this report, to the Joint Standing Committee on the National Capital and External Territories, Inquiry into the importance of Antarctica to Australia's national interests.

4. **Background**

- 4.1. Australia's Antarctic Territory covers approximately 42 per cent of the Antarctic continent.
- 4.2. With such a large stake in the continent, as well as its geographical proximity to us, Australia has a leading role in maintaining the continent for peace, scientific exploration, and environmental protection.
- 4.3. On 28 February, following a referral from Australia's Minister for the Environment and Water, the Joint Standing Committee on the National Capital and External Territories (JSCNCET) launched the Inquiry into the importance of Antarctica to Australia's national interests.
- 4.4. The Committee is inquiring into, and reporting on the importance of Antarctica to Australia's national interest, including:
 - upholding the principles of the Antarctic Treaty System;
 - conserving and protecting the unique biodiversity and environment of Antarctica;
 - developing a better understanding of global environmental and climate science; and
 - contributing to Australia's economic and social development.
- 4.5. The JSCNCET called for submissions to be made by 12 April 2024.
- 4.6. This inquiry provides a significant opportunity to demonstrate how Hobart, as one of only five Antarctic Gateway Cities in the world, makes an overwhelming contribution to the role Australia plays in the Antarctic and in return this significantly influences our economic and social spheres.
- 4.7. As stated in the submission, our Antarctic sector provides for 1000 local jobs and contributes \$183 million to our local economy annually.
- 4.8. We are a hub for leading Antarctic and Southern Ocean science and research which is making significant contributions to the world's understanding of the rapid impacts of climate change on our environment.

- 4.9. In addition, we are leaders in logistics and support several National Antarctic Programs access the icy continent via air and sea.
- 4.10. We're proudly the home of Australia's state of the art research vessel the *RSV Nuyina*.
- 4.11. We are also a meeting place for many international forums to discuss critical issues relating to the continued care and management of Antarctica and the Southern Ocean.
- 4.12. Our Antarctic connections are reflected across our city, in our history, our buildings, our culture, our creative industries and in our workforce.
- 4.13. To ensure this opportunity is not missed, City of Hobart has successfully sought an extension to submit its submission.
- 4.14. We have been granted an extension to the **30 April 2024**.
- 4.15. This inquiry is in addition to a current Senate Inquiry into the Australian Antarctic Division's funding, which is scheduled to hand down its report in May 2024.

5. Hobart: A Community Vision For Our Island Capital

- 5.1. The importance we place on our Antarctic sector is highlighted in our Community Vision under Pillar 4: City Economies.
- 5.2. Specifically, this includes that we embrace industries and professions that thrive in Hobart's unique environment, such as Antarctic science and tourism.

6. Capital City Strategic Plan

- 6.1. Our advocacy activities, including this submission, directly relate to Pillar 4: City Economies of the Capital City Strategic Plan:
- 6.2. Specifically, it relates to Outcome 4.4: Hobart's economy is strong, diverse and resilient.
- 6.3. To achieve this, we work to 'Acknowledge, celebrate and leverage Hobart's position as a gateway to the Antarctic and Southern Ocean'.


As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.



Laura Eaton
**ACTING HEAD OF
INTERGOVERNMENTAL RELATIONS
& PARTNERSHIPS**

Jacqui Allen
DIRECTOR CONNECTED CITY

Date: 24 April 2024
File Reference: F24/30180

Attachment A: Submission to the Inquiry into the Importance of Antarctica to
Australia's National Interests (Supporting information) 

21. 2023-24 Capital Works Program Report as at 29 February 2024
File Ref: F24/31129

Report of the Manager Programming & Delivery and Director Corrected City of
24 April 2024 and attachment.

Delegation: Council

**REPORT TITLE: 2023-24 CAPITAL WORKS PROGRAM REPORT AS
AT 29 FEBRUARY 2024****REPORT PROVIDED BY:** Manager Programming & Delivery
Director Connected City**1. Report Summary**

- 1.1. The purpose of this report is to provide the Council with an update of the City of Hobart 2023-24 Capital Works Program based on the financial data at the end of February 2024.
- 1.2. Compared to the last reporting period, there have been project revenue and cancellation variations, which has led to a proposed 2023-24 Financial Year Capital Program budget of \$31,699,860. The DKHAC Warm Water Pool project, totalling \$6,064,200, has been excluded in the delivery forecast for reporting purposes. This revision results in a revised program value of \$25,605,664.
- 1.3. \$11.8 million in capital expenditure has been recorded, equivalent to 46% of the revised program value, with approximately 66% of the 2023-24 financial year now complete. \$4.1 million has been committed in this reporting period, which, combined with the \$11.8 million of actual expenditure, makes up 62% of the total budget.
- 1.4. It has been identified that approximately \$4.7 million worth of works may not be completed by the end of the 2023-24 financial year. This consists of \$1.4 million of Council funding and \$3.3 million of external grant funding. This will result in the actual delivery of approximately \$20 million worth of projects.
- 1.5. A minor adjustment has been made to the approved works program due to reallocation of funding from the approved grouped allocation and funding for critical projects to prevent imminent loss of service.

2. Key Issues

- 2.1. The key delivery issues of the 2023-24 Capital Program are listed below:
 - Two high value grant funded projects - Queenborough Oval Changerooms redevelopment (\$1.5 million) and New Town Netball Courts Upgrade (\$923k), are unable to progress as planned, and as such, make up a substantial proportion of works unlikely to be completed this financial year.
 - Approximately \$3.4 million in road infrastructure projects have been completed with \$2.6 million budget remaining. Approximately \$1.3 million out of the \$2.6 million remaining requires further planning works and is unlikely to progress due to a shortage of internal resources.

- 2.2. Issues relating to planning and scoping of works has resulted in the delay or failure to deliver some planned works. This combined with limited internal resources to plan and finalise the works has impacted the delivery of the works program.
- 2.3. The introduction of the Project Management Framework (PMF) and the integrated Project Management System (PMO365) late last year aims to improve the City's project delivery capabilities to improve the delivery outcomes in the future.

3. Recommendation

That the report titled '2023-24 Capital Works Program Report as at 29 February 2024', be received and noted.

4. Background

- 4.1. On 19 June 2023, the Council allocated \$30,714,899 for the 2023-24 Financial Year Capital Works Program, excluding plant and equipment costs. This includes Council investment and various grants from State and Federal Governments.
- 4.2. On 25 September 2023, the Council approved the list of projects for the 2023-24 Financial Year, forming the delivery program for the year.
- 4.2. In January 2024, a variation for unbudgeted revenue equating to \$269,834 was received from the Glenorchy City Council (GCC) in respect to the GCC's contribution for the Creek Road, No.101 to Maria Overlay project. This revenue is currently pending Council approval, and once approved, will result in a revised program budget of \$31,699,860.
- 4.3. The negotiation with the Grantor to reallocate the \$6,064,200 funding for the DKHAC Warm Water Pool has been delayed due to the recent State election. Further information will be provided once the outcome of the negotiations has been received. As such the project budget will be excluded for reporting purpose, which results in a revised program value of \$25,605,664.
- 4.4. The City Projects Office is continuously monitoring project progress to identify and manage delivery risks as required to deliver the works program however there continues to be delivery challenges for some projects and they have been identified accordingly.

5. Legal, Risk and Legislative Considerations

- 5.1. Not Applicable.

6. Discussion

- 6.1. The cumulative total program expenditure based on various project stages as of 29 February 2024 is provided in table below:

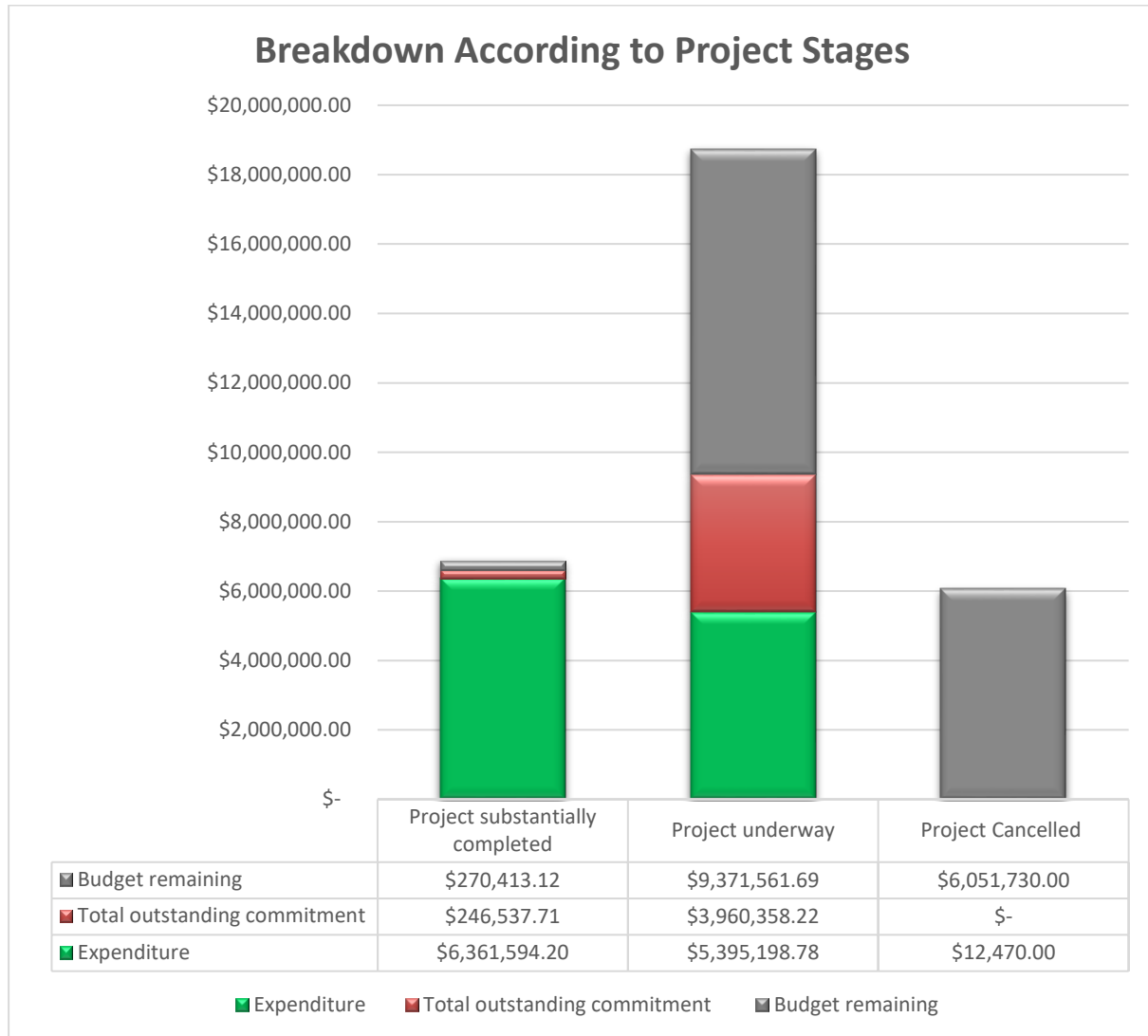


Figure 6.1: Overall Program Status

- 6.2. As of 29 February 2024 (which is approximately 66% into the 2023-24 financial year), 46% of capital expenditure has been recorded, equating to \$11.7 million. A total of 62 projects (or \$6.3 million) have been substantially completed.
- 6.3. In the current reporting period, a commitment of \$4.2 million has been recorded with the works expected to be delivered over the remainder of the financial year.
- 6.4. Further analysis has been completed to forecast the value of works completed by the end of financial year. This is provided in **Figure 6.2** below.

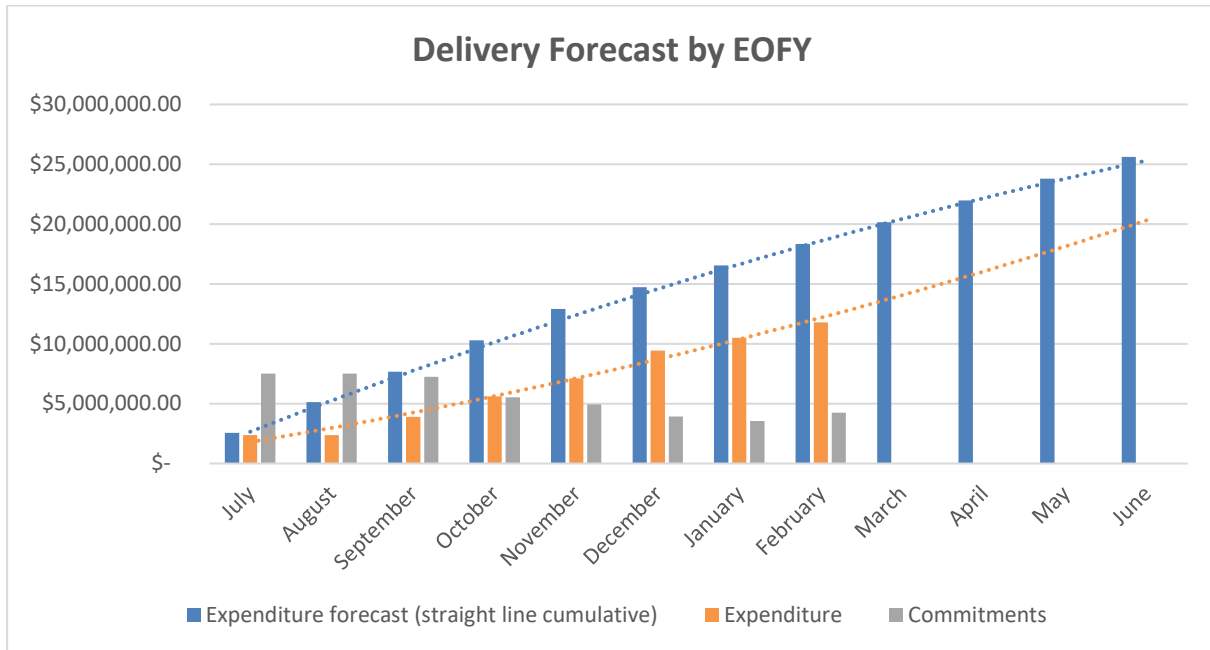


Figure 6.2: Delivery Forecast

- 6.5. The delivery of the works program continues to track behind forecast. Based on the current projection, it is expected that approximately \$20 million worth of works will be completed by the end of the financial year.
- 6.6. The 2023-24 Financial Year Works Program was approved at the end of September 2023, which is 3 months into the financial year. This has delayed the delivery of the works program as observed in the **Figure 6.2**, where limited expenditure was recorded during that period.
- 6.7. The projects that are unlikely to be completed are shown in **Table 6.1** below. Brief commentary has also been provided on the key issues.

Table 6.1: Projects Unlikely to be Completed.

Item	Name	Proposed 2023-24FY Budget	Grant Funding Budgeted to be Received	Project Manager Forecast (Council Funding Only)	Brief Comment
1	Castray Esplanade Light Pole Replacement	\$ 320,000.00	\$ -	\$ 165,000.00	Detailed design still progressing and unlikely to be completed this Financial Year.
2	Council Centre - Lift Number 1 and 2 Renewal	\$ 250,000.00	\$ -	\$ 130,000.00	Delay due to complexity with developing solution for a heritage compliant

Item	Name	Proposed 2023-24FY Budget	Grant Funding Budgeted to be Received	Project Manager Forecast (Council Funding Only)	Brief Comment
					lift.
3	Roope St-Swanston to Pirie-L&R Ash FP & Pavement	\$ 272,855.04	\$ 272,855.00	\$ -	Works scheduled to commence near the EOFY which may result in some expenditure into the new Financial Year.
4	Kooyong Glen-Romilly to Deadend Revitalisation	\$ 197,985.04	\$ 197,985.00	\$ -	Works scheduled to commence near the EOFY which may result in some expenditure into the new Financial Year.
5	Knocklofty to McRobies Gully Connector	\$ 300,000.00	\$ -	\$ 96,000.00	Delay with the development approval process.
6	Melville St - Barrack to Molle - Ash L&R FP	\$ 296,450.00	\$ -	\$ 295,695.28	Internal resources unavailable to complete works.
7	Murray St stormwater relining and new pipe	\$ 266,000.00	\$ -	\$ 221,000.00	Timing of works subject to outcome of negotiation and discussion with external party.
8	Pinnacle Road Guard Rail Stage 3	\$ 141,816.00	\$ -	\$ 136,810.90	Complex scope with specialist resources unavailable to complete works.

Item	Name	Proposed 2023-24FY Budget	Grant Funding Budgeted to be Received	Project Manager Forecast (Council Funding Only)	Brief Comment
9	Upgrade of Council Chambers	\$ 150,000.00	\$ -	\$ 136,154.00	Project delayed due to complexity of the technical solutions.
10	Yelgun Place - Girrabong to Head - Conc FP & K&C	\$ 145,200.00	\$ -	\$ 130,784.29	Internal resources unavailable to complete works.
11	Wellwood St-Pickard to Creek-Partial L&R Ash FP	\$ 229,900.00	\$ -	\$ 101,000.00	Internal resources unavailable to complete works.
12	Bus Stop DDA Upgrade	\$ 150,000.00	\$ 100,000.00	\$ -	Negotiation terms of grant funding.
13	Queenborough Oval Changerooms Redevelopment	\$1,500,000.00	\$1,500,000.00	\$ -	Delay with finalisation of design documentation.
14	New Town Netball Courts Upgrade	\$ 923,712.00	\$ 923,712.00	\$ -	Insufficient budget to progress the project.
15	Hill St - Faraday to Lansdowne - Ash RFP & K&C	\$ 214,291.04	\$ 214,291.00	\$ -	Internal resources unavailable to complete works.
16	Queens Walk Bridge	\$ 92,669.00	\$ 74,000.00	\$ -	Work progressing to finalise scope. Design budget unlikely to be spent this Financial Year.

Item	Name	Proposed 2023-24FY Budget	Grant Funding Budgeted to be Received	Project Manager Forecast (Council Funding Only)	Brief Comment
17	Marlyn Rd Bridge	\$ 24,831.00	\$ 20,000.00	\$ -	Work progressing to finalise scope. Design budget unlikely to be spent this Financial Year.
Total			\$3,302,843.00	\$1,412,444.47	

- 6.8. Approximately \$4.7 million worth of works may not be completed by the end of the financial year. This consists of \$1.4 million of Council funding and \$3.3 million of external grant funding.
- 6.9. The projects identified above will continue to be monitored and subject to change as the year progresses. These projects are likely to be carried forward into the 2024-25 Financial Year subject to the Council's approval, with the final carry forward amount to be finalised closer to the end of the financial year.
- 6.10. The DKHAC Warm Water Pool project (which has a budget of \$6,064,200) has been cancelled, and as such, excluded from the list above.
- 6.11. The Access & Identify Control Upgrade project, with a budget of \$150,000, has been postponed to the following financial year to allow for rescoping of works. The budget has been reallocated towards other projects to cover for any budget shortfall due to approved variations.
- 6.12. The percentage of budget expenditure for various program areas is provided in **Figure 6.3** below. This graph shows the program areas where the actual expenditure may be lagging in comparison with the timing within the financial year.
- 6.13. It should be noted that the delay in expenditure is not an indication of the delivery performance of the project, however it does provide an indication of areas where closer monitoring may be needed.

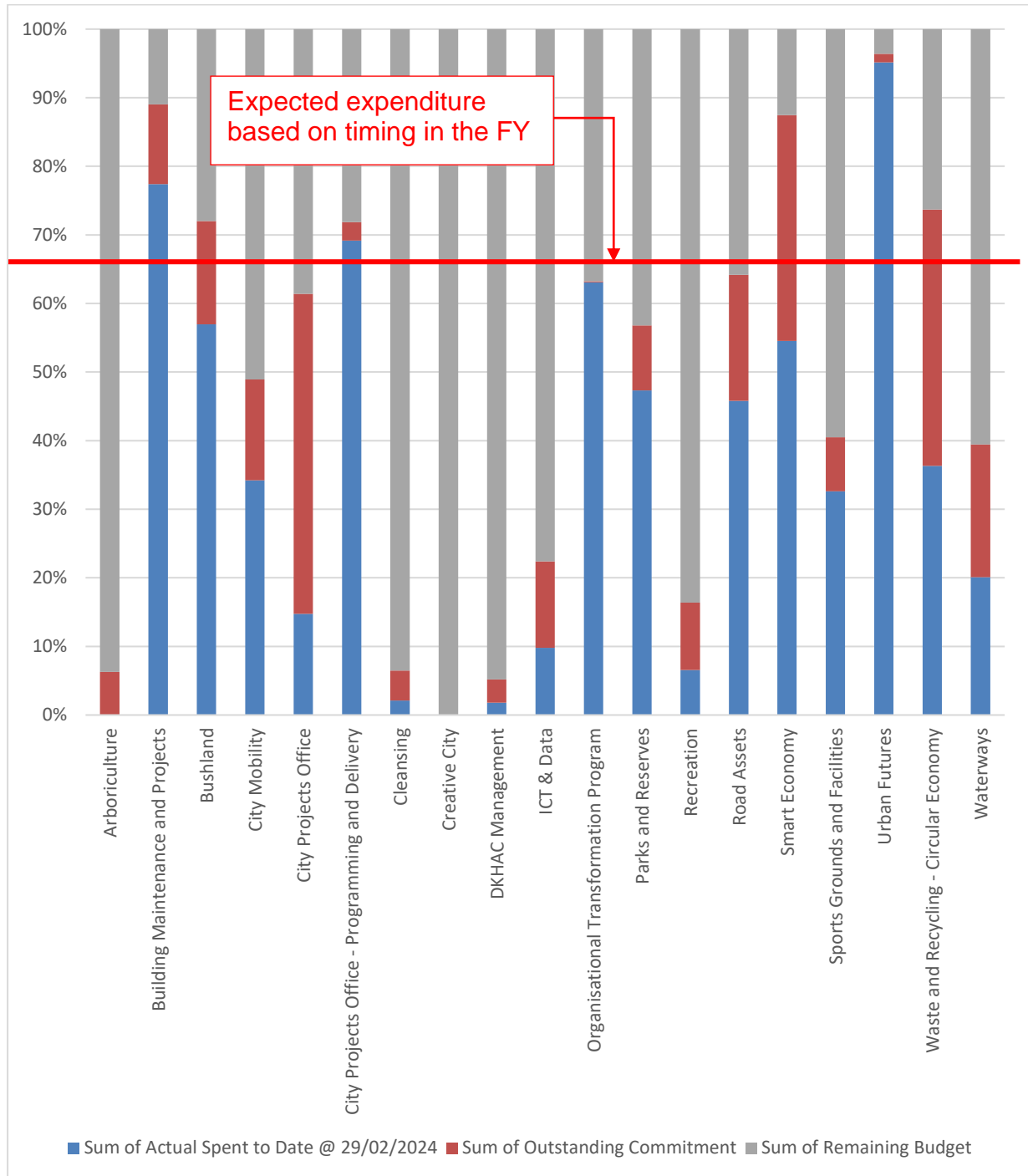


Figure 6.3: Percentage Actual Expenditure Against Budget

6.14. There has been further minor adjustment to the works program since the September 2023 Council approval. The majority of amendments were required due reallocation of funding from the approved grouped budget allocation. However, the following two critical projects were added onto the program to prevent imminent loss of service.

Table 6.2: Additional Projects

Item	Project Name	Comment
1	Castray Esplanade Light Pole Replacement	Project brought forward due to imminent structural failure.
2	Queens Domain Parking Machines - 4G Update	Upgrading the parking machines to 4G network due to imminent decommissioning of the 3G network by the service provider.

6.15. The City will continue to monitor the delivery of the projects with delivery risks and consider them in the development of the 2024-25 Capital Works Program. It is expected that a detailed draft 2024-25 Capital Works Program will be available in May 2024.

7. Hobart: A Community Vision For Our Island Capital

7.1. The document includes eight pillars that represent the major parts of Hobart life. Pillar 7 is Built Environment.

‘7.3 Infrastructure and Services Support a High Quality of Life.

7.3.2 Our infrastructure, services and other aspects of our built environment support equal access for all.

7.3.3 Our infrastructure and services are planned, managed and maintained so they provide long-term benefits to Hobart communities.’

8. Capital City Strategic Plan

8.1. The delivery of the Capital Works Program aligns with the City of Hobart Capital City Strategic Plan 2023, namely:

8.2. *Pillar 7: Built Environment*

7.3.1 Ensure the City’s infrastructure supports affordable, sustainable and healthy living; and access to services for all.

7.3.3 Ensure City-owned assets and public spaces are accessible, of high quality and provide a high level of amenity to meet community and visitor requirements.

9. Financial Viability

9.1. Funding Source and Impact on Current Year Operating Result

9.1.1. Nil.

9.2. Impact on Future Years' Financial Result

9.2.1. Nil.

10. Innovation and Continuous Improvement

10.1. A range of improvement plans are currently being implemented. These include:

10.1.1. The establishment of the centralised capital project delivery office has significantly enhanced the reporting, analytics, and management of the capital works program.

10.1.2. The City Project Office is continuously undertaking a change management process to enhance the City's project and program management capabilities. It is expected the reporting and delivery performance will continue to improve as the organisation becomes familiar with the integrated project management system (PMO365) and the Project Management Framework.

As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.




Mao Cheng
**MANAGER PROGRAMMING &
DELIVERY**



Jacqui Allen
DIRECTOR CONNECTED CITY

Date: 24 April 2024

File Reference: F24/31129

Attachment A: Project Status Update (Supporting information) 

REPORT OF THE CHIEF EXECUTIVE OFFICER

22. Declaration of Office - Councillor Gemma Kitsos
File Ref: F24/35831; 16/119

Report of the Chief Executive Officer of 23 April 2024.

Delegation: Council



City of **HOBART**

MEMORANDUM: COUNCIL

Declaration of Office - Councillor Gemma Kitsos

Pursuant to section 321 of the *Local Government Act 1993* any person elected as a councillor must complete a declaration of office.

321. Declaration of office

- (1) *Any person elected as councillor must make a prescribed declaration in a prescribed manner.*
- (2) *A person elected as a councillor who has not made a declaration must not—*
 - (a) *act in the office of councillor, mayor or deputy mayor; or*
 - (b) *take part in the proceedings of any meeting of the council or a committee.*
- (3) *A council is to acknowledge the making of a declaration at its meeting and the general manager is to record that fact in the minutes of that meeting.*

I can advise the Council that a declaration of office in accordance with section 321 of the *Local Government Act 1993* was completed by Councillor Gemma Kitsos and witnessed by myself on 23 April 2024.

Section 321 (3) requires the Council to acknowledge the making of the declaration.

RECOMMENDATION

That the Council acknowledge the declaration of office for Councillor Gemma Kitsos made before the Chief Executive Officer on 23 April 2024.

As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.

Michael Stretton
CHIEF EXECUTIVE OFFICER

Date: 23 April 2024
File Reference: F24/35831; 16/119

23. Internal / External Vacancies
Resignation of Deputy Lord Mayor Councillor Helen Burnet
File Ref: F24/32523

Report of the Chief Executive Officer of 23 April 2024.

Delegation: Council



City of **HOBART**

MEMORANDUM: COUNCIL

Internal / External Vacancies Resignation of Deputy Lord Mayor Councillor Helen Burnet

The departure from office of former Deputy Lord Mayor Councillor Burnet has created a number of Council appointment vacancies, namely:

- Planning Committee
- Heritage Account Special Committee
- Risk and Audit Panel
- Future Hobart Portfolio (Chairperson)
- Local Government Association of Tasmania (Proxy)
- Southern Tasmanian Council's Authority
- Tasmanian Water and Sewerage Corporation – Owners Representative (Proxy)

Membership of the Planning Committee consists of all twelve (12) elected members who are automatically appointed following each ordinary election. Accordingly, the Council will need to appoint Councillor Gemma Kitsos who was elected to the Council via recount on 22 April 2024.

Further vacancies as listed below also require consideration to be filled so nominations are therefore sought from the Council.

Heritage Account Special Committee

Special Committee of the Council established under section 24 of the *Local Government Act 1993* comprising Elected Members and the Chief Executive Officer's nominee.

Risk and Audit Panel

The Risk and Audit Panel is established under section 85 of the *Local Government Act 1993* which includes 2 Elected Members.

Future Hobart Portfolio (Chairperson)

Portfolio Committees established on 21 November 2022 pursuant to section 24 of the *Local Government Act 1993*.

Local Government Association of Tasmania (LGAT) – Proxy Voting Delegate

The appointed LGAT Voting Delegate is Lord Mayor Councillor Anna Reynolds.

The departure of former Councillor Burnet leaves a vacancy as Proxy Voting Delegate.

Southern Tasmanian Council's Authority

An external authority of which the Council is a member.

Tasmanian Water and Sewerage Corporation – Owners Representative (Proxy)

The appointed Voting Delegate is Councillor Lohberger.

The departure of former Councillor Burnet leaves a vacancy as Proxy Voting Delegate.

RECOMMENDATION***That:***

1. ***The Council appoint Councillor Gemma Kitsos as a member of the Planning Committee***
2. ***Elected Member nominations be sought to fill the vacancies of:***
 - (i) ***Future Hobart Portfolio (Chairperson)***
 - (ii) ***Heritage Account Special Committee***
 - (iii) ***Risk and Audit Panel***
 - (iv) ***Local Government Association of Tasmania Proxy Voting Delegate***
 - (v) ***Southern Tasmanian Council's Authority***
 - (vi) ***Tasmanian Water and Sewerage Corporation – Owners Representative (Proxy)***
 - (vii) ***Any consequential appointments required following the determination of points 2(i) to 2(vii).***
3. ***The above listed appointments be for the duration of the current term of the Council.***

As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.

A handwritten signature in blue ink, consisting of a large, stylized 'M' followed by several vertical strokes.

Michael Stretton
CHIEF EXECUTIVE OFFICER

Date: 23 April 2024
File Reference: F24/32523

MOTIONS OF WHICH NOTICE HAS BEEN GIVEN**IN ACCORDANCE WITH REGULATION 16(5) OF THE LOCAL GOVERNMENT
(MEETING PROCEDURES) REGULATIONS 2015****24. Trees on Private Property**
File Ref: F24/35251; 13-1-9

Lord Mayor Reynolds, Councillor Posselt

Motion

“Council requests that a report be presented to inform elected members about:

- The current approaches being taken by similar Councils around Australia to enhance the protection of trees on private property. This should include which local laws, policies and programs are reporting the most success in reducing the decline of tree cover on private land,
- The benefits of Council adopting a tree management local law or policy, modelled on those being used nationally that protect trees over a certain size or of a certain species on private and public property.
- Contributing factors resulting in loss of trees on private land that Council may need to factor into it's future decisions.”

Rationale:

“New tree canopy mapping across the City of Hobart shows the city lost two per cent of its canopy cover on private land over a five year period – 2017 to 2022. This trend undermines Council's target to increase the canopy cover across Hobart's urban areas to 40 per cent by 2046.

Hobart's register of Significant Trees is based on a nomination and listing process. It is also important to review how effective the current significant tree register to ensure adequate protection for significant trees. This process is clunky, poorly understood, costly, time consuming and may not yield the best results. The assessment criteria we use for assessing our significant trees should be checked against similar exceptional tree policies nationally.

It is timely to review tree protections in the City of Hobart, which has declared a climate and biodiversity emergency. Council will imminently release its Climate Change Strategy which will mention urban canopy, street trees and urban greening. Producing this report in concert will allow the council to implement real action on the ground to address contributing factors to climate change in this city.

Furthermore, a large number of Councils have local laws to protect trees on private land over a certain size, with large canopies or trunk diameter. These policies are designed to promote the good management of vegetation and the protection of biodiversity in cities. They recognise that trees benefit whole of communities not just land holders. Even, some state governments, such as the South Australian Government, have also taken policy steps to protect trees on private land in urban areas.”

Administration Response to Notice of Motion

Discussion

- 1. There are a number of approaches that are adopted by Councils throughout Australia in respect to the management of trees on private land. There are both regulatory approaches such as the development of By-laws and Planning Scheme controls as well as incentive approaches such as the provision of grants for tree planting and/or tree protection.

Officers will be able to complete the requested research and provide a report to inform Elected Members on the matter.

It should be noted that the Council considered the status of our urban canopy on public and private land on 28 August 2023 and decided to pursue an incentive-based approach rather than further consideration of regulation. As a result of this decision, \$20,000 has been allocated in 2024/2025 Annual Plan and budget to be used for promoting, facilitating and encouraging tree planting activities on private land. Such initiatives may include a tree giveaway program, competition for best urban garden, education program (etc).

It should also be noted that the Kingborough Council is currently in the process of seeking approval for a new Tree Removal By-law, and, given that they are in the latter stages of their process it would be prudent to await the outcome and take some learnings from their process as part of the preparation of a report.

Strategic, Legislative and Policy Implications

Capital City Strategic Plan

Pillar:

Outcome: 6.1: The natural environment is part of the city and biodiversity is conserved, secure and flourishing.

Strategy: 6.1.6: Increase tree canopy cover and greenery throughout Hobart.

Legislation and Policy

Policy: Street Tree Strategy

The Street Tree Strategy identifies that the City will *'investigate and consider the development of a policy and possible regulatory control for the protection of trees on private property with a view to it becoming part of overarching urban forests strategy for the City.'*

Financial Implications

1. In order to provide the Council with full advice, external legal advice would be required, as indicated in the 28 August 2023 report, which would cost in the order of \$20,000.

25. RESPONSES TO QUESTIONS WITHOUT NOTICE
File Ref: F24/37991

Regulation 29 of the *Local Government (Meeting Procedures) Regulations 2015*.
File Ref: 13-1-10

The Council is reminded that in accordance with Regulation 29(3) of the *Local Government (Meeting Procedures) Regulations 2015*, the Chairperson is not to allow discussion or debate on either the question or the response.

25.1 Workshop Material

Memorandum of the Chief Executive Officer 24 April 2024.

25.2 Discrimination Cases

Memorandum of the Chief Executive Officer 24 April 2024.

25.3 Harvey Norman – Car Park

Memorandum of the Acting Director City Life 24 April 2024.

25.4 Road Weight Tolerances

Memorandum of the Manager City Infrastructure 24 April 2024.

25.5 Section 28 (2) (iii) Local Government Act







Memorandum of the Chief Executive Officer 22 April 2024.

25.6 Image of the King

Memorandum of the Director City Enablers 23 April 2024.

Recommendation

That the attached responses to Questions Without Notice be received and noted.

- Attachment A: Workshop Material (Supporting information) 
- Attachment B: Discrimination Cases (Supporting information) 
- Attachment C: Harvey Norman - Car Park (Supporting information) 
- Attachment D: Road Weight Tolerances (Supporting information) 
- Attachment E: Section 28 (2) (iii) Local Government Act (Supporting information) 
- Attachment F: Image of the King (Supporting information) 

26. QUESTIONS WITHOUT NOTICE
File Ref: F24/38025

Regulation 29 of the *Local Government (Meeting Procedures) Regulations 2015*.
File Ref: 13-1-10

- (1) A councillor at a meeting may ask a question without notice –
 - (a) of the chairperson; or
 - (b) through the chairperson, of –
 - (i) another councillor; or
 - (ii) the general manager.
- (2) In putting a question without notice at a meeting, a councillor must not –
 - (a) offer an argument or opinion; or
 - (b) draw any inferences or make any imputations – except so far as may be necessary to explain the question.
- (3) The chairperson of a meeting must not permit any debate of a question without notice or its answer.
- (4) The chairperson, councillor or general manager who is asked a question without notice at a meeting may decline to answer the question.
- (5) The chairperson of a meeting may refuse to accept a question without notice if it does not relate to the activities of the council.
- (6) Questions without notice, and any answers to those questions, are not required to be recorded in the minutes of the meeting.
- (7) The chairperson of a meeting may require a councillor to put a question without notice in writing.

BUSINESS ARISING**27. Questions Taken on Notice During Debate**
File Ref: F24/38028

In accordance with the Council's *Meetings: Procedures and Guidelines Policy*, attached is a register of questions taken on notice during debate of previous items considered by the Council.

Recommendation

That the register of questions arising during debate be received and noted.

Attachment A: Questions Taken On Notice During Debate - April 2024
(Supporting information) 

28. CLOSED PORTION OF THE MEETING

RECOMMENDATION

That the Council resolve by absolute majority that the meeting be closed to the public pursuant to regulation 15(1) of the *Local Government (Meeting Procedures) Regulations 2015* because the items included on the closed agenda contain the following matters:

- Trade secrets of an organisation
- Information of a personal nature
- Personal hardship of a ratepayer
- Proposal to acquire land
- Contract renewal

The following items are listed for discussion:-

- | | |
|-------------|---|
| Item No. 1 | Minutes of the last meeting of the Closed Portion of the Council Meeting |
| Item No. 2 | Communication from the Chairman |
| Item No. 3 | Leave of Absence |
| Item No. 4 | Consideration of supplementary Items to the agenda |
| Item No. 5 | Indications of pecuniary and conflicts of interest |
| Item No. 6 | Dark Mofo 2024 Sponsorship & In Kind Support
LG(MP)R 15(2)(c)(iii) |
| Item No. 7 | Purchase of Land - Mount Nelson
LG(MP)R 15(2)(f) |
| Item No. 8 | Lease Arrangements - 22 Creek Road, Lenah Valley
LG(MP)R 15(2)(b) |
| Item No. 9 | 2023-24 Supplementary Rates - Variation Objections
LG(MP)R 15(2)(g) and (j) |
| Item No. 10 | Request to Waive Requirement to Tender - The Mercury
Newspaper Advertising
LG(MP)R 15(2)(d) |
| Item No. 11 | Contract Extensions - Civil Construction Panel and Asphalt,
Bituminous Products & Slurry / Micro Sealing Panel
LG(MP)R 15(2)(d) |
| Item No. 12 | CEO Performance Plan
LG(MP)R 15(2)(g) |
| Item No. 13 | QUESTIONS WITHOUT NOTICE
LG(MP)R 15(2)(g) |