



CITY OF HOBART

MINUTES ATTACHMENTS

THE HOBART WORKSHOP COMMITTEE MEETING

OPEN PORTION OF THE MEETING

MONDAY, 8 DECEMBER 2025

AT 4.00PM

VENUE: LADY OSBORNE ROOM

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Cornelian Bay Track

- The notice of motion
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Notice of motion

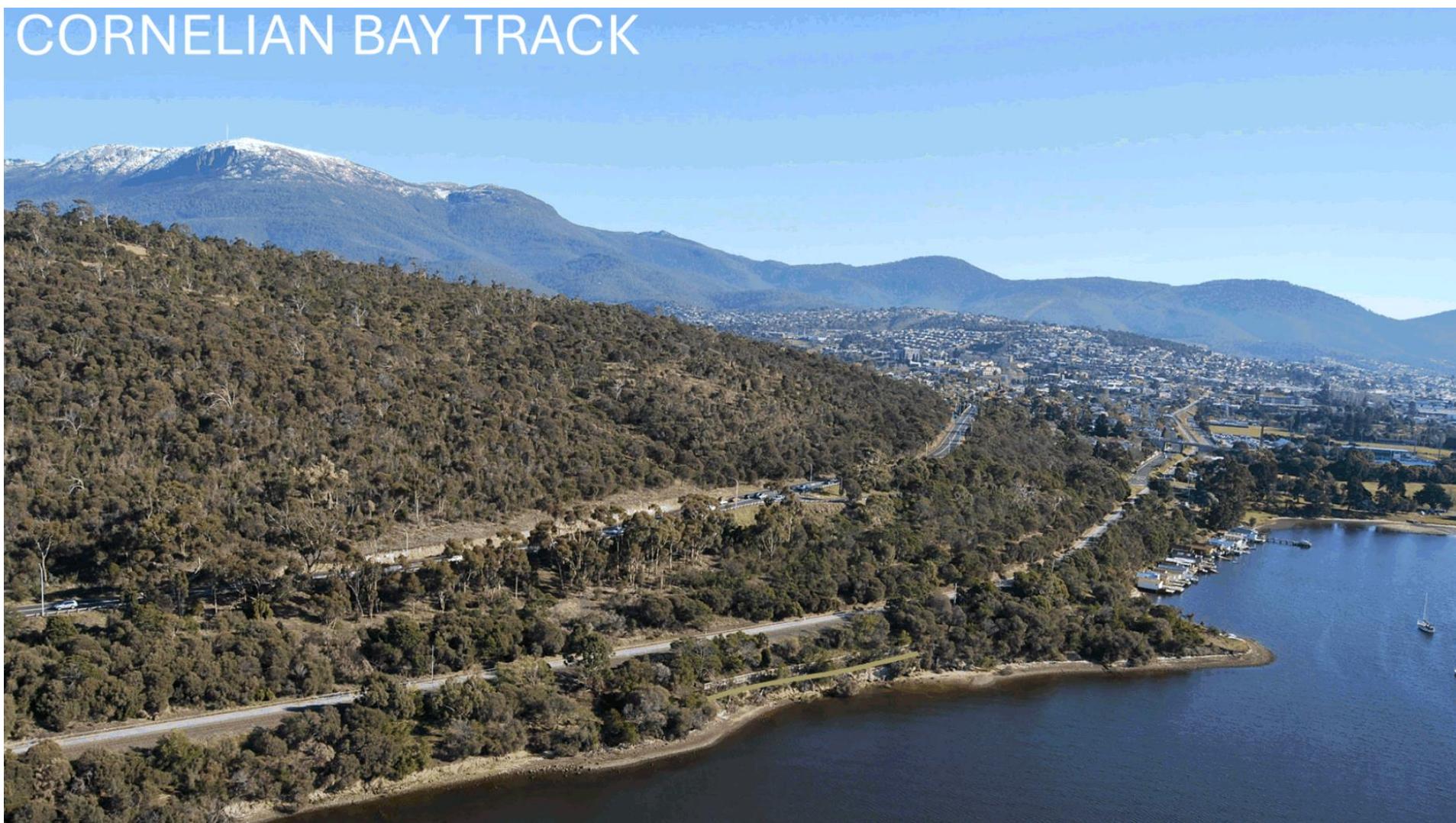
“That the Council requests a report into:

1. The damaged section of the Cornelian Bay track that has led to its partial closure;
2. The work required to repair or traverse the damaged part of the track; and
3. The possibility of transferring the ownership from the Royal Tasmanian Botanical Garden, which currently owns the land.”

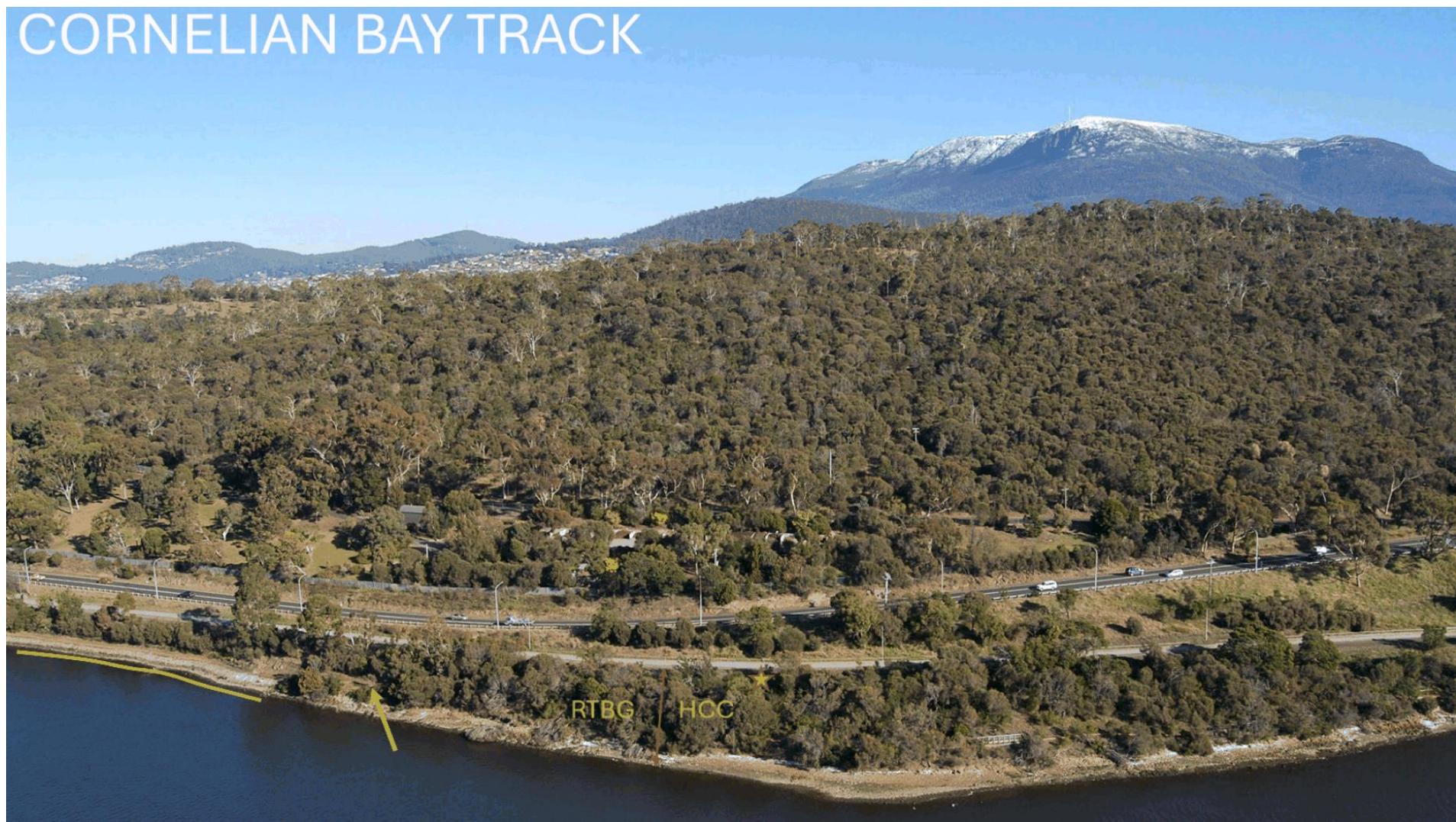
ABOUT THE SITE – CORNELIAN BAY TRACK



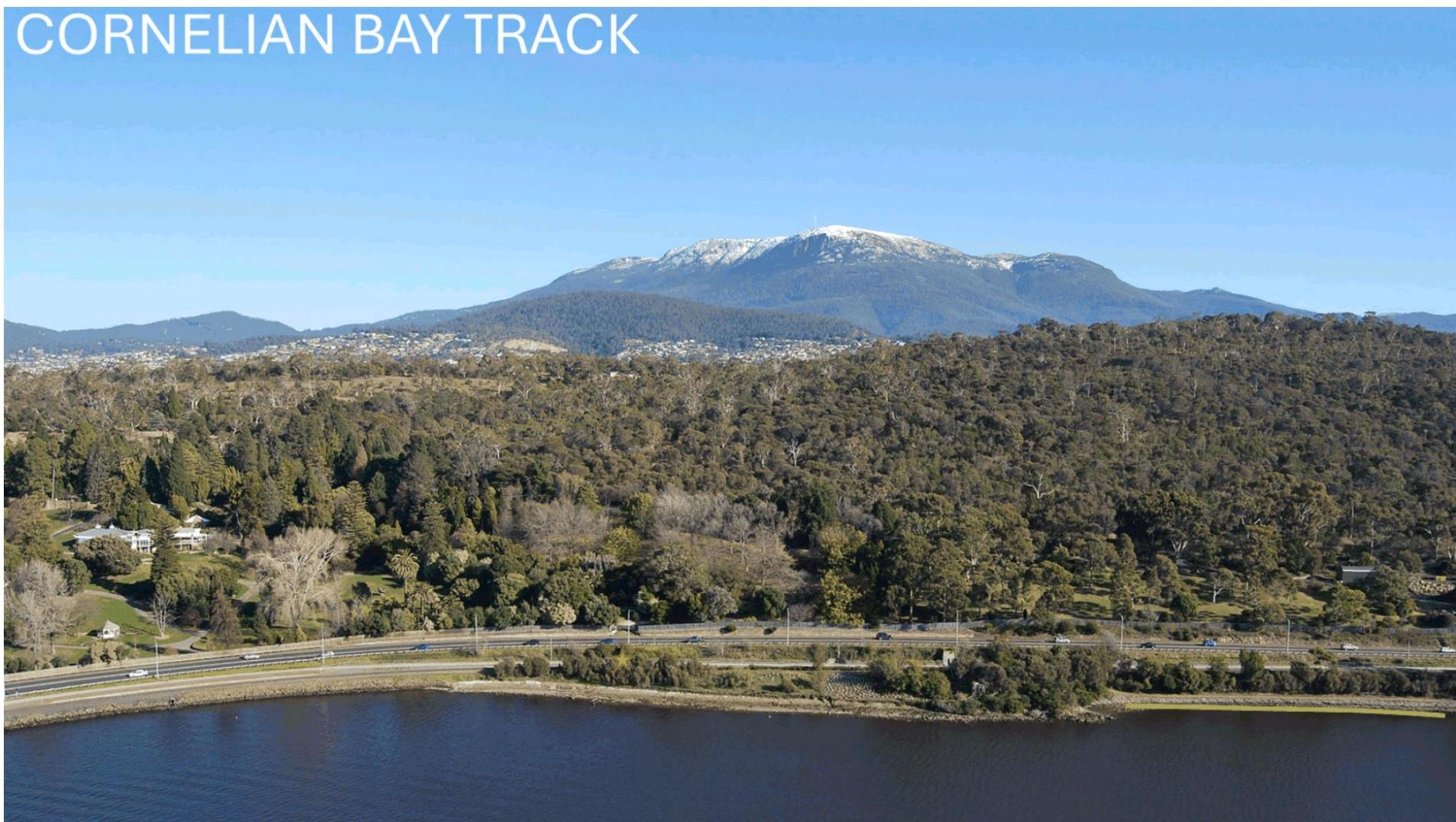
CORNELIAN BAY TRACK



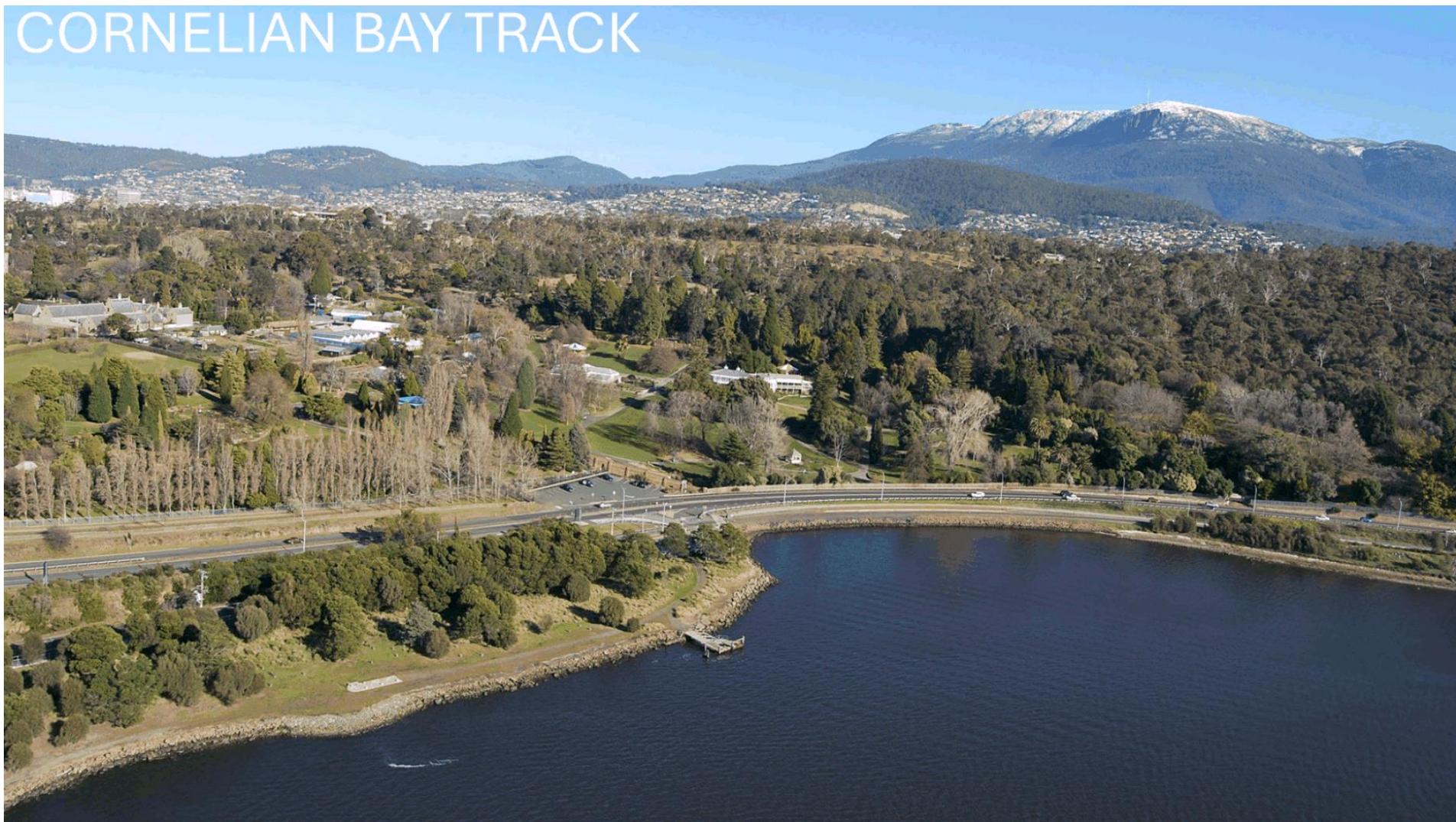
CORNELIAN BAY TRACK



CORNELIAN BAY TRACK



CORNELIAN BAY TRACK















Investigation of options

Investigations and summary of options:

Table 1: Each option was assessed against criteria and summarised in the decision matrix below

Option	Cost to CoH (1=High, 5=Low)	Community Impact (1=Negative, 5=Positive)	Long-Term Sustainability (1=Low, 5=High)	Ease of Implementation (1=Hard, 5=Easy)	Reputational Risk (1=High, 5=Low)	Notes
Shift Rail Crossing to CoH Owned Track	3	4	5	4	5	Recommended by officers; retains 1km access
RTBG Retains Land and Decommission Track	5	1	1	3	2	No cost to HCC; reputational risk; community loses access
RTBG Retains Land, Lowers Service Level	5	3	2	4	3	Minimal cost; not a long-term fix; foreshore degradation
RTBG Licences Track to CoH	1	4	4	2	4	Short-term fix; long-term costs; heritage constraints
RTBG Transfers Land to CoH	1	4	4	1	3	Full control; heritage constraints; significant costs

Options Summary

Option 1 – Shift Rail Crossing to CoH Track (Recommended)

Cost: ~\$35K

Pros: Lowest cost; simple approvals; restores connectivity

Cons: Public may dislike 300 m cycleway use; heritage constraints

Option 2 – RTBG Retains Land & Decommissions Track

Cost: Minimal (staff time)

Pros: No Council works

Cons: High reputational risk; loss of connectivity

Option 3 – RTBG Lowers Service Level (Class 4 Track)

Cost: None to Council

Pros: Quick public access

Cons: RTBG not supportive; erosion risk remains

Option 4 – RTBG Lease/Licence to CoH

Cost: \$75K–\$310K+

Pros: Council control; temporary access possible

Cons: High cost; heritage constraints

Option 5 – RTBG Transfers Land to CoH

Cost: \$75K–\$310K+

Pros: Full Council control

Cons: High cost; delays; heritage constraints

Recommendation – Option 1

Shift Rail Crossing to CoH Owned Track



Estimated Cost:
\$35,000
(Includes ~30m new track to connect to crossing and the decommission of the old crossing)



Ownership:
Rail corridor is Crown Land managed by TasRail. The Intercity cycleway and land adjacent are owned by CoH

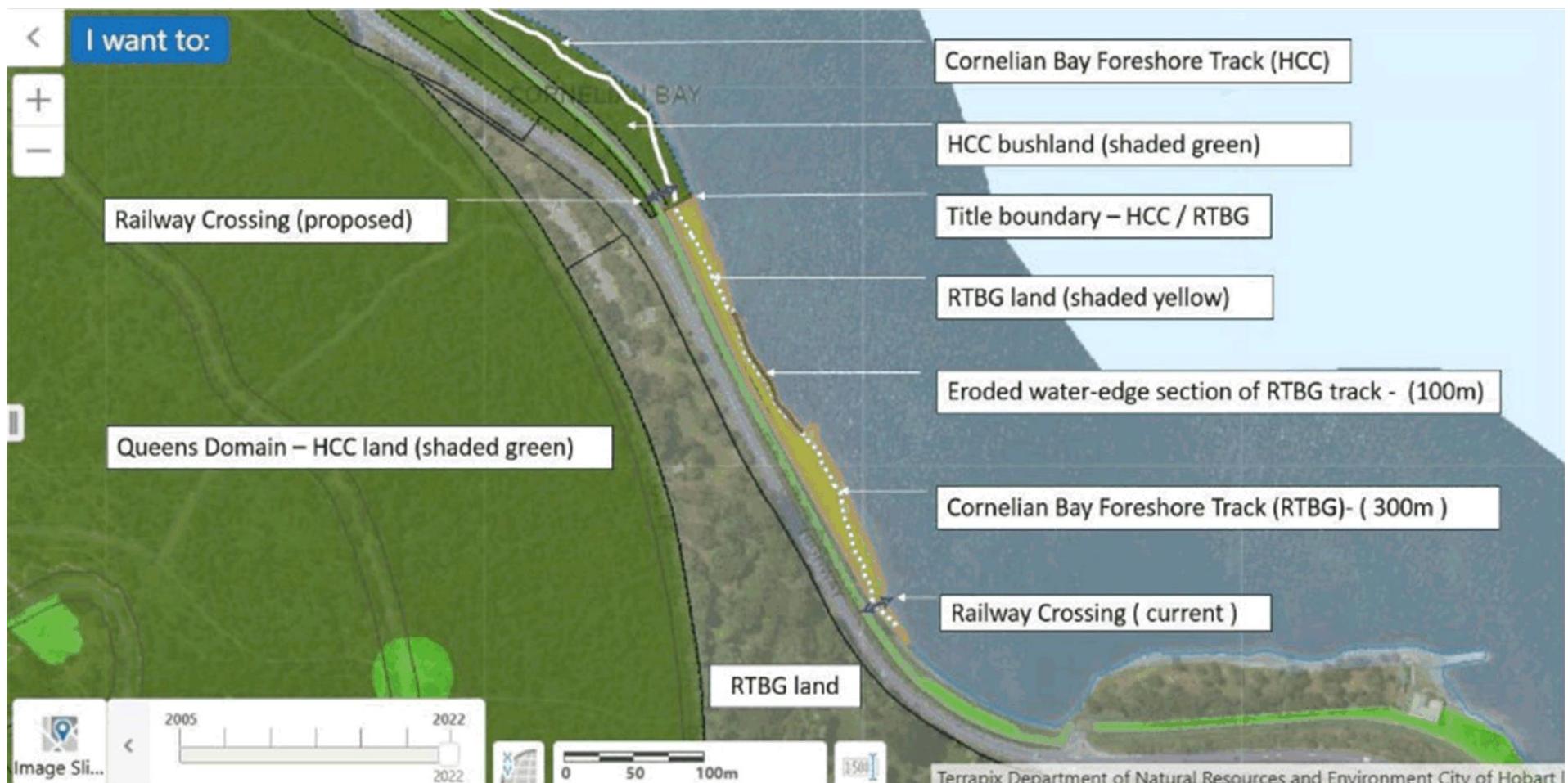


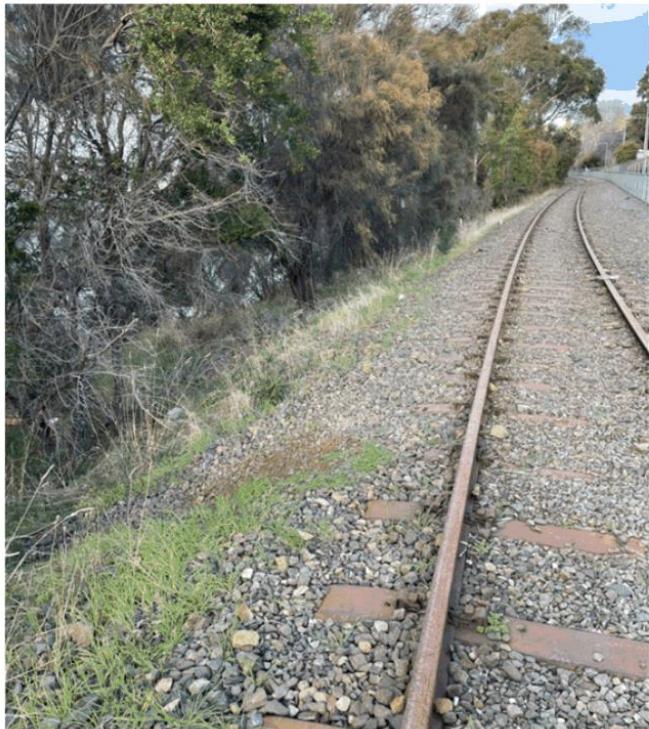
Approvals:
Formal proposal required to TasRail Property Department (they have provided in-principle approval)



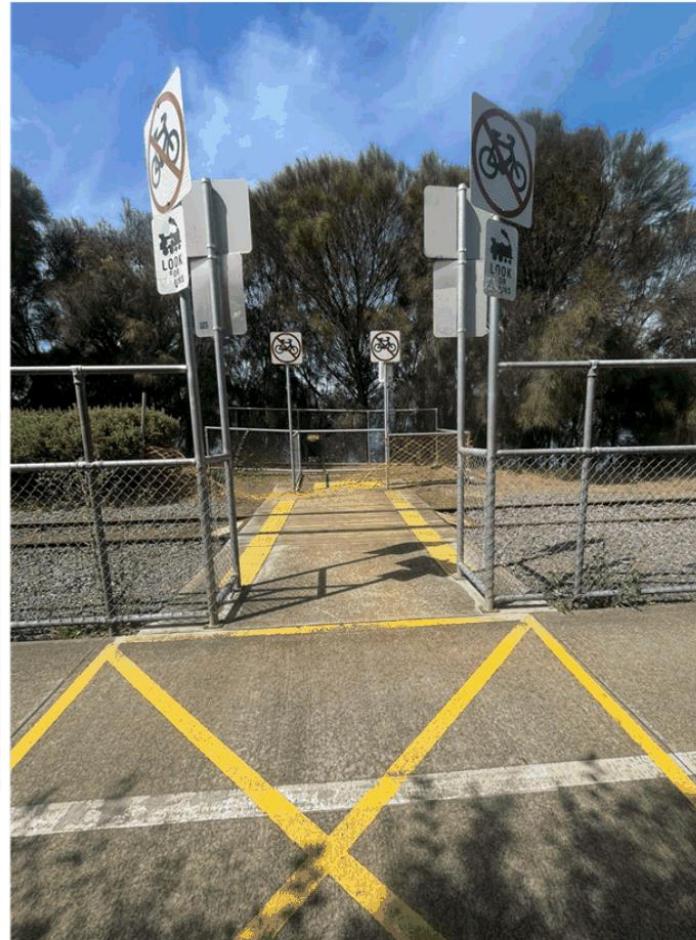
Benefits:
Restores continuous public access at the lowest cost and simplest approval pathway, minimal ongoing maintenance costs

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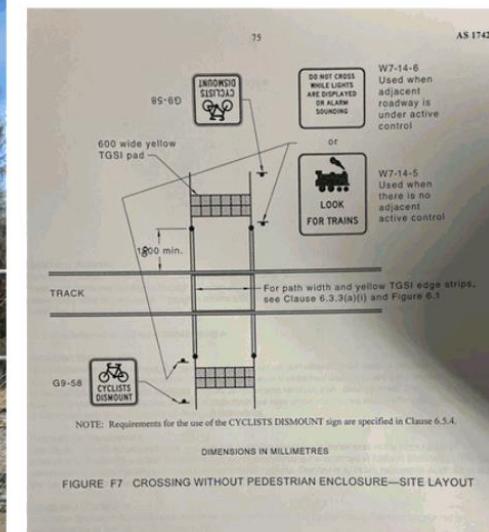




Proposed rail crossing site



The old rail crossing would be decommissioned



Rail crossing specs from TasRail

Questions

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