



CITY OF HOBART

AGENDA

The Hobart Workshop Committee Meeting
Open Portion
Monday, 19 January 2026
at 4.00pm
Lady Osborne Room



City of **HOBART**

THE MISSION

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

THE VALUES

The Council is:

People	We care about people – our community, our 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 are transparent, work to high ethical and professional standards and are accountable for delivering outcomes for our community.

ELECTED MEMBER COMMITMENTS

Respectful and Cooperative Behaviour	We will treat each other, staff, and stakeholders respectfully, fostering a collaborative environment.
Conduct and media use	We will advocate using transparent, evidence-based arguments, respect majority decisions, avoid public criticism of employees, and maintain workplace safety by refraining from harmful communication.
Objective, evidence-based communication:	Our discussions and advocacy are grounded in reliable, shared evidence, avoiding personal attacks and promoting respectful debate before public commentary.
Roles and responsibilities:	We recognise our duty to represent our community while being accountable, engaging in critical debate and holding others to account respectfully.

ORDER OF BUSINESS

Business listed on the agenda is to be conducted in the order in which it is set out, unless the committee by simple majority determines otherwise.

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**The Hobart Workshop Committee Meeting (Open Portion) held Monday,
19 January 2026 at 4.00pm in the Lady Osborne Room.**

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).

COMMITTEE MEMBERS:

Alderman M Zucco (Chairperson)
Deputy Lord Mayor 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 G H Kitsos

Apologies:

Leave of Absence:

Nil.

NOMINEE MEMBERS:

Lord Mayor Councillor A M Reynolds
Councillor W F Harvey
Councillor M S C Dutta
Councillor W N S Coats

1. ACKNOWLEDGEMENT OF COUNTRY

2. CONFIRMATION OF MINUTES

The minutes of the Open Portion of the Hobart Workshop Committee meeting held on [Monday, 8 December 2025](#), are submitted for confirming as an accurate record.

3. CONSIDERATION OF SUPPLEMENTARY ITEMS

Ref: Part 2, Regulation 10(7) of the *Local Government (Meeting Procedures) Regulations 2025*.

Recommendation

That the Committee resolve to deal with any supplementary items not appearing on the agenda, as reported by the Chief Executive Officer.

4. INDICATIONS OF CONFLICTS OF INTEREST

Ref: Part 2, Regulation 10(8) of the *Local Government (Meeting Procedures) Regulations 2025*.

Members of the Committee are requested to indicate where they may have, or are likely to have, interest in the agenda.

5. TRANSFER OF AGENDA ITEMS

Regulation 17 of the *Local Government (Meeting Procedures) Regulations 2025*.

A Committee may close a part of a meeting to the public where a matter to be discussed falls within 17(2) of the above regulations.

In the event that the Committee transfers an item to the closed portion, the reasons for doing so should be stated.

Are there any items which should be transferred from this agenda to the closed portion of the agenda, or from the closed to the open portion of the agenda?

6. REPORTS OF SPECIAL COMMITTEES

6.1 Place and Wellbeing Committee **File Ref: F25/92810**

Report of the Head of Executive Services of 5 January 2026 and attachments.

Delegation: Committee



MEMORANDUM: HOBART WORKSHOP COMMITTEE

Place and Wellbeing Committee

The purpose of this report is to inform the committee of the outcomes of the meeting of the Place and Wellbeing Committee that was held on 25 November 2025.

The following was discussed:

- Creative City Strategy – the Committee provided feedback on the Creative City Strategy, noting the importance of including maritime events, more satellite events, and writer's events. The Committee also discussed the need to manage the community's expectations in relation to securing car parking spaces close to events. The Committee suggested that the City could have 'hero's' that bring people into the City, they also suggested creating maps, such as a 'graffiti map', market maps, writer's maps or 'Science / Antarctic map' for people who visit the city and are interested in seeing what the City offers in each of those areas. The committee also suggested creating an indigenous plants and ecological park, reinvigorating Adult Education classes, and activating more creative spaces (through engagement with developers).
- Greater Hobart Sport and Recreation Infrastructure Strategy – the Committee provided feedback on Ross Planning's initial observations obtained from information collected on 'supply' of recreation, open space and sports fields. The Committee noted that the analysis to date is quantitative and had quite a few questions about to whom Greater Hobart was being bench marked against. The Committee discussed the balancing act between providing a reasonable number of facilities that can be managed and maintained versus new ones that have no ongoing maintenance funding budgeted and the effect that building new facilities can have on existing facilities.

RECOMMENDATION


That the Hobart Workshop Committee receive and note the minutes of the Place and Wellbeing Committee of 25 November 2025, marked as Attachment A.

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
HEAD OF EXECUTIVE SERVICES

Date: 5 January 2026
File Reference: F25/92810

Attachment A: Place and Wellbeing Committee - Minutes - 25 November 2025
(Supporting information) 

6.2 Climate, Sustainability and Biodiversity Committee
File Ref: F25/92817

Report of the Director Infrastructure and Assets of 13 January 2026 and attachments.

Delegation: Committee

**MEMORANDUM: HOBART WORKSHOP COMMITTEE****Climate, Sustainability and Biodiversity Committee**

The purpose of this report is to inform the committee of the outcomes of the meeting of the Climate, Sustainability and Biodiversity Committee that was held on 11 November 2025.

The following was discussed:

- Climate Ready Hobart Forum – the Committee expressed a desire for further involvement in the next Forum, as well as ways to optimise engagement with the wider community. The Committee noted aims for the next Forum including a focus around reducing carbon footprint and potential stakeholder partnerships.
- Haldane Reserve – the Committee noted the land is a unique parcel of land, its biggest issue is weeds coming from neighbouring properties (requiring selective weed spraying). Council is looking to establish a walking track utilising the 'Old Winter Road' once assessed and costed, it will need to be approved by Council. The Committee discussed concerns regarding funding and assessments for the walking track and acknowledged the importance of having green space that aligns with the Open Space Strategy.

RECOMMENDATION


That the Hobart Workshop Committee receive and note the minutes of the Climate, Sustainability and Biodiversity Committee of 11 November 2025, marked as Attachment A.

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.



David Reeve
**DIRECTOR INFRASTRUCTURE AND
ASSETS**

Date: 13 January 2026
File Reference: F25/92817

Attachment A: Climate, Sustainability and Biodiversity Committee - Minutes -
11 November 2025 (Supporting information) 

7. REPORTS

7.1 2025-26 Annual Plan Progress Report for the period ending 31 December 2025 File Ref: F25/91835

Report of the Manager Strategy, Planning and Performance, Senior
Advisor - Strategic Planning and Chief Financial Officer of 6 January
2026 and attachments.

Delegation: Committee

**REPORT TITLE: 2025-26 ANNUAL PLAN PROGRESS REPORT FOR
THE PERIOD ENDING 31 DECEMBER 2025****REPORT PROVIDED BY:** Manager Strategy, Planning and Performance
Senior Advisor - Strategic Planning
Chief Financial Officer**1. Report Summary and Key Issue**

- 1.1. The purpose of this report is to present the 2025-26 Annual Plan quarterly progress report for the period ending 31 December 2025 (refer Attachment A).
- 1.2. The Annual Plan is developed as part of the annual budget and sets out the major actions and initiatives for 2025-26. Actions in the Annual Plan must be aligned with the City's Strategic Plan.
- 1.2.1. Reports on the progress of the annual plan are provided each quarter to the Council for noting.
- 1.3. There are 43 major actions and initiatives included in the 2025-26 Annual Plan. The status of actions and initiatives as of 31 December 2025 is as follows:

Complete	2
In progress – on track	36
In progress delayed	2
On hold	-
Not started	3

2. Recommendation

That the Committee receive and note the City of Hobart 2025-26 Annual Plan Progress Report for the period ending 31 December 2025 and endorse its release for publication on the City of Hobart website.

3. Discussion and Background

- 3.1. The Annual Plan is developed as part of the annual budget and sets out the major actions and initiatives for the 2025-26 financial year. Actions in the Annual Plan must be aligned with the City's Strategic Plan.
- 3.2. The Annual Plan is required pursuant to Section 71 of the *Local Government Act 1993*. It is adopted by Council with the annual budget estimates. The Annual Plan sets out the Strategic Directions, major actions and initiatives that will guide the priorities of the organisation over the 12 months and must include a summary of the budget estimates.
- 3.2.1. The 2025-26 Annual Plan was developed with a focus on delivering value and benefit to the community while ensuring ongoing financial viability. This balanced approach allows for the implementation of forward-thinking and innovative initiatives while maintaining the fiscal sustainability of the City.
- 3.3. There are 43 major actions and initiatives included in the 2025-26 Annual Plan. The status of actions and initiatives as of 31 December 2025 is as follows:

Complete	2
In progress – on track	36
In progress delayed	2
On hold	-
Not started	3

4. Legal, Risk and Legislative Considerations

- 4.1. The Annual Plan is prepared in accordance with section 71 of the *Local Government Act 1993* and must be summarised in the Annual Report (section 72(1)(a) of the Act).

5. Strategic Planning and Policy Considerations

- 5.1. The Annual Plan progress report provides a summary of the progress of the major actions and initiatives in the Annual Plan and aligns with various strategies in the Capital City Strategic Plan 2023 including best practice, transparency and accountability to the community.

Pillar 8: Governance and civic involvement

Outcome 8.1: Hobart is a city of best practice, ethical governance and transparent decision-making.

8.1.2 *Practice and communicate good city governance and decision-making.*

8.1.3 *Ensure systematic and useful measurement of community outcomes and the City's performance.*

6. Financial Viability

6.1. Financial Considerations:

	2025-26	2026-27	2027-28	2028-29
	\$'000	\$'000	\$'000	\$'000
Revenue	N/A	N/A	N/A	N/A
Existing Revenue				
Additional Revenue				
Total Revenue				
Expenditure	N/A	N/A	N/A	N/A
Operating				
Capital				
Total Expenditure				
Net Cost				
FTE Impact				
	2025-26	2026-27	2027-28	2028-29
Change in FTE	N/A	N/A	N/A	N/A

Detail the change in the level of full-time equivalents within the group should the requested level of additional funding be required.

6.1.1. There are no financial implications arising from this report.

6.1.2. There are no FTE or asset implications arising from this report.

7. Community and Business Engagement and Collaboration

7.1. Not applicable.

8. Innovation and Continuous Improvement

8.1. Quarterly progress reports will continue to be provided on the annual plan and published on the City of Hobart website.

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.




Janine Arnold
MANAGER STRATEGY, PLANNING



Paula Gudgeon
SENIOR ADVISOR - STRATEGIC


AND PERFORMANCE

PLANNING



Michelle Wickham
CHIEF FINANCIAL OFFICER

Date: 6 January 2026
File Reference: F25/91835

Attachment A: Annual Plan 2025-26 progress report for the period ending 31 December 2025 (Supporting information) 

8. ITEMS FOR WORKSHOPPING

The City of Hobart utilises the workshop forum as allowed under the *Local Government (Meeting Procedures) Regulations 2025* as a mechanism to receive information in relation to specific matters.

In accordance with the Terms of Reference of the Committee, any matter that is listed on the agenda for workshopping may not be the subject of a Committee decision, other than a resolution that the item be noted.

8.1 Augusta Road / Elizabeth Street - Pedestrian, Bicycle, Public Transport and Urban Enhancement Planning Project **File Ref: F26/669**

Report of the Manager City Transport and Director Strategic and Regulatory Services of 14 January 2026.

**REPORT TITLE: AUGUSTA ROAD / ELIZABETH STREET -
PEDESTRIAN, BICYCLE, PUBLIC TRANSPORT AND
URBAN ENHANCEMENT PLANNING PROJECT**

REPORT PROVIDED BY: Manager City Transport
Director Strategic and Regulatory Services

1. Report Summary and Key Issue

- 1.1. The development of a plan for and implementation of a project to install improved bicycle, pedestrian and public transport facilities on Augusta Road / Elizabeth Street has been endorsed in a number of Council strategies, documents and plans, including the Hobart Transport Strategy 2024 (A.39).
- 1.2. The next step in the project is to engage with stakeholders, ahead of developing design solutions. Previous engagement has shown significant community, stakeholder, and Council support to undertake this project.
- 1.3. Initial major stakeholder pre-engagement with Calvary Hospital has identified some additional opportunities for Council to work collaboratively together to further both transport and strategic planning objectives.
- 1.4. Once a design has been prepared, further engagement is proposed to be carried out to give the community an opportunity to raise any issues with the proposal.
- 1.5. This report provides an update to Elected Members on the project, particularly the proposed approach for stakeholder engagement and community engagement.

2. Workshop Purpose

- 2.1 To provide Council with an update and seek feedback to inform the development of this project.

3. Discussion and Background

- 3.1. Successive transport strategies for Hobart have identified the need for creating bicycle and pedestrian facilities on key corridors (arterial routes) for the development of transport networks (with an emphasis on active travel facilitation).
- 3.2. The development of a plan for, and implementation of, a project to install improved bicycle, pedestrian and public transport facilities on

Augusta Road / Elizabeth Street is a key strategic project for Council – called for in numerous previously endorsed Council strategies, documents and plans. (*Northern Suburbs LAMP (Endorsed – 27/11/2023)* , *North Hobart Neighbourhood Plan (Endorsed - 265-2025)*, *Principal Bicycle Network – Adopted 2007*, *Greater Hobart Cycling Plan etc*)

- 3.3. Additionally, the currently endorsed Hobart Transport Strategy 2024 (A.39) requires:

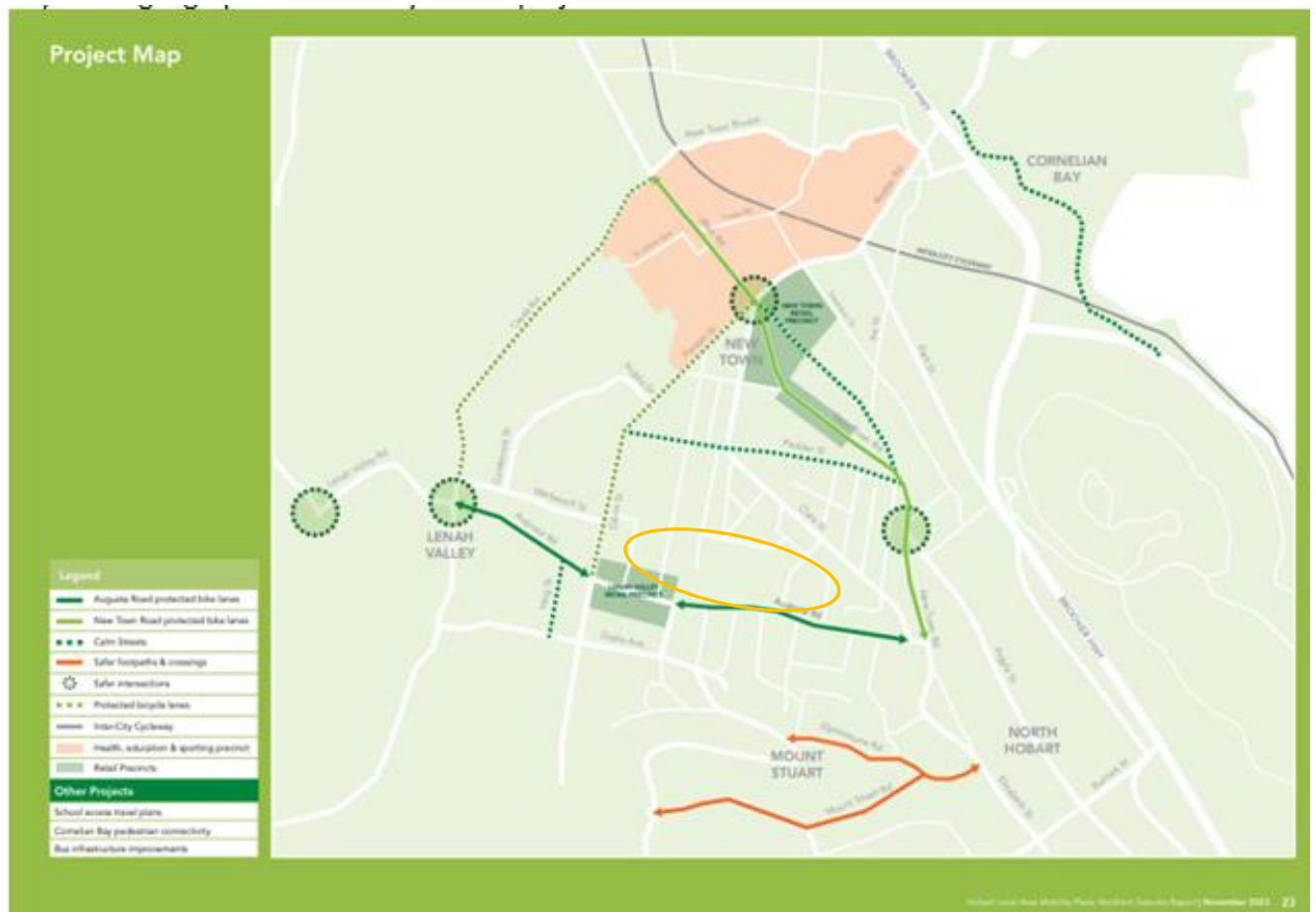
Progressively connect and protect the bicycle network as identified in the Greater Hobart Cycling Plan for All Ages and Abilities, with projects for Collins Street and Augusta Road as priority.

- 3.4. The next phase in the project is to engage with stakeholders ahead of developing design solutions for pedestrian, bicycle, public transport and public realm improvements on Augusta Road / Elizabeth Street.
- 3.5. Previous engagement has shown significant community, stakeholder, and Council support to undertake this project.
- 3.6. The extent of the project area is defined in the documents mentioned in section 3.2. From a perspective of balancing a connected network improvement, a manageable project extent (with limited resources) and a packageable set of improvement projects which might receive future grant funding support, the project corridor has been defined as:

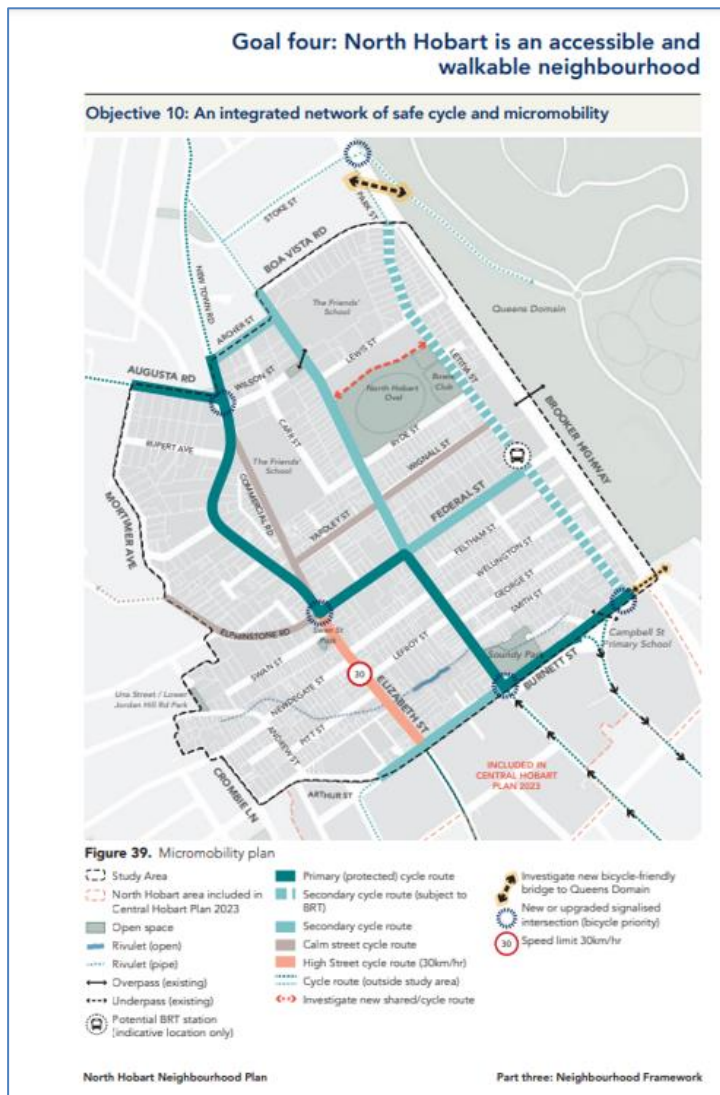
Elizabeth Street – Federal Street junction to Augusta Road junction

Commercial Road – between both Elizabeth Street junctions

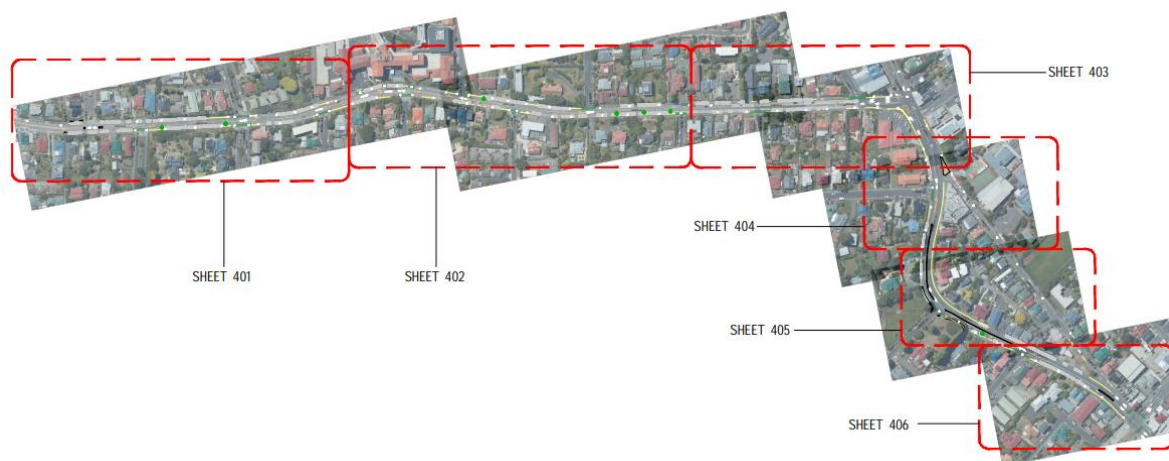
Augusta Road – Elizabeth Street junction to Greenway Ave.

[Northern Suburbs LAMP](#) (extract – pg. 23)

[North Hobart Neighbourhood Plan](#) (pg. 127)



Planning corridor



- 3.7. The engagement process will commence in the first half of 2026. The purpose of this engagement is to:
 - 3.7.1. Position the project within the City's broader strategic work.
 - 3.7.2. Share the story of past improvements and future aspirations.
 - 3.7.3. Understand and share community attitudes toward active transport, street greening, and parking reallocation that have been gathered as part of the Transport Strategy work.
- 3.8. The key messages for this engagement will focus on the following.
 - 3.8.1. This work is a result of the community feedback received as part of a range of transport and precinct engagement conducted over the last ten years.
 - 3.8.2. The City of Hobart continuously undertakes works to maintain and improve the liveability and attractiveness of our suburban areas.
 - 3.8.3. Over the past 10 years the City of Hobart has, in the New Town / Lenah Valley area, worked with the community and upgraded both retail precinct areas, upgraded John Turnbull Park, Ancanthe Park, Swan Street Park, the Clare Street Oval, Cornelian Bay, the New Town Rivulet outfall and Linear Park, renewed numerous roads, footpaths and other City of Hobart facilities.
 - 3.8.4. The City of Hobart is now embarking on a planning project to improve walking, cycling, public transport facilities and city greening on Elizabeth Street between Federal Street and Augusta Road and on Augusta Road between Elizabeth Street and Greenway Avenue.
 - 3.8.5. Ensure this project is continuously described as an action from the endorsed Transport Strategy.
- 3.9. Early initial major stakeholder pre-engagement with Calvary Hospital (Lenah Valley) has identified some additional opportunities for Council to work collaboratively together to further both transport and strategic planning objectives.
 - 3.9.1. Calvary Hospital provides a large parking supply on site, however there are parking pressures, and both staff and visitors do use adjacent on street parking.
 - 3.9.2. Calvary Hospital has indicated they are engaging a private parking provider to look at options to improve management of their on-site parking supply. Changes to on-site parking allocation could have impacts on street parking use.

- 3.9.3. A meeting is planned between Council officers and Calvary staff to discuss future collaborations in February 2026.

4. Legal, Risk and Legislative Considerations

- 4.1. No legal or legislative considerations have been identified at this stage, noting the potential for such to be identified during future planning work.

5. Strategic Planning and Policy Considerations

- 5.1. The planning for and implementation of improved pedestrian, bicycle and public transport facilities is core business for Council exercising its role as a road manager.
- 5.2. The project has been identified in key City of Hobart Strategic documents:
- 5.2.1. Northern Suburbs LAMP (endorsed – 27/11/2023);
 - 5.2.2. North Hobart Neighbourhood Plan (endorsed – 26/5/2025);
 - 5.2.3. Principal Bicycle Network (adopted 2007);
 - 5.2.4. Greater Hobart Cycling Plan; and
 - 5.2.5. Hobart Transport Strategy 2024 (endorsed July 2024)
- 5.3. Other strategic planning alignment exists with the City of Hobart Urban Tree Strategy and Climate Ready Hobart Strategy.

6. Financial Viability

- 6.1. Financial Considerations:

As an early-stage planning project, with significant variables yet to be worked through, a realistic project capital cost is still being evaluated.

Undertaking the planning work will position the project well for opportunities which may present themselves as part of any grant funding or Australian Government election opportunities (to be held in early 2028)

- 6.1.1. A funding strategy needs to be developed given the increasingly common requirement of grant funding to require substantial co-funding contributions from Local Government.
- 6.1.2. Future asset renewal funding has been identified in the corridor, and this could provide an initial funding stream. Other city programs (IE Street tree funding) might also be useful to provide additional contributions to leverage funding.

City Economy Strategy:

- 6.1.3. This proposal aligns to the following strategic priorities listed in the City of Hobart City Economy Strategy 2023 – 2028:

Strategic Priorities

1. Plan for our collective social, economic and environmental prosperity.

(Inter alia)

1.7 Partner on projects that support local businesses to transform to a zero emissions economy and to implement locally relevant UN 2030 sustainability goals

1.8 Advocate for additional infrastructure that supports our precinct plans and promotes increased public transport use and micro-mobility

1.9 Deliver neighbourhood, vision and structure plans across the city that accommodate population growth and support businesses.

6.2. Consultants

The project currently has engaged local consultants Pitt and Sherry through a competitive tender to undertake traffic modelling of an early proof of concept design. Additional consultancies will be required during the life of the project from other engineering and quantity surveyor consultants.

7. Climate and Sustainability Considerations

- 7.1. Transport related emissions are considered to be Tasmania's most problematic segment. Providing active and public transport alternatives to private motor vehicle use is a key strategy to respond to climate change related emissions and improve the sustainability and resilience of the transport sector.

8. Community and Business Engagement and Collaboration

- 8.1. A comprehensive stakeholder, community and business engagement plan is being finalised through the City's Communications, Engagement and Marketing Group.
- 8.2. Pre-engagement with internal City of Hobart stakeholders has commenced.
- 8.3. Initial contact has occurred with Calvary (Lenah Valley) Hospital executive team to brief them on the project and discuss any relevant issues which may need to be managed.

9. Innovation and Continuous Improvement

9.1. This project has the potential to innovate and bring learnings from more recent Hobart, Tasmanian and Australian active transport engagement and design projects.

9.1.1. Engagement learnings from Collins Street, Sandy Bay Road and other engagements have been incorporated into the draft Engagement Plan approach.

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 TRANSPORT



Karen Abey
**DIRECTOR STRATEGIC AND
REGULATORY SERVICES**

Date: 14 January 2026
File Reference: F26/669

8.2 Twelve Month Review - Argyle and Campbell St Bike Lanes
File Ref: F25/91030

Report of the Manager City Transport and Director Strategic and Regulatory Services of 14 January 2026 and attachments.



MEMORANDUM: HOBART WORKSHOP COMMITTEE

Twelve Month Review - Argyle and Campbell St Bike Lanes

As per the Council resolution from its May 2021 meeting, a high-level review of the Argyle Street and Campbell Street bicycle lane project has been undertaken as the project has now been in place for 12 months. This report is provided as Attachment A.

The Argyle Street and Campbell Street bicycle lane project has nearly completed the “North-South” bicycle and micro-mobility corridor which has featured in key City of Hobart strategic planning documents, plans and strategies for over 25 years.

The project has demonstrated that higher quality facilities, approaching an AAA (All Ages and Abilities) quality can be built in Hobart to improve the safety of vulnerable road users and support more people to ride more often.

The project was designed and built, with full project funding from the Tasmanian Government. The final cost was less than the cost estimate upon which the funding grant was based.

It should be noted that, unlike the Collins Street Transformation project, this project had no Council endorsed methodology for measuring the success of this project. As such, officers have collected a range of information to provide to Elected Members to make a decision on the success of this project.

Data collected and provided in the report (Attachment A) shows the project.

- Currently supports approximately 250 bicycle trips each weekday and more than 6,000 bicycle trips per month.
- Has not seen any easily identifiable increase in vehicle crashes and no recorded bicycle crashes.
- Following initial complaints about illegal parking in clearways, has had very little public feedback.
- Does not appear to have produced any additional traffic congestion (over and above what occurs normally at peak hour).

- Has highlighted a challenge in sourcing a local vehicle towing contractor to provide clearway towing services to Council.

Observations suggest that road users have adapted to the road changes (except for Clearway parking restriction compliance). Parking bay occupation observations shows good compliance by drivers with parking in marked bays in a tidy manner.

Traffic signal changes have been well accepted, especially in respect of the Campbell Street and Liverpool Street junction.

The use of flexible bollards to encourage separation has been assessed as working well. Damage and vandalism of this road furniture appears to minimal to nil across the project. No concerning issues have been identified.

Also, unlike the Collins Street Transformation project, the infrastructure treatments were more permanent in nature. This included significant traffic signal electrical infrastructure upgrades as well as kerb line changes.

Workshop Purpose

For the Council to provide feedback on the high-level review of the Argyle Street and Campbell Street bicycle lane project (provided as Attachment A).

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 TRANSPORT



Karen Abey
**DIRECTOR STRATEGIC AND
REGULATORY SERVICES**

Date: 14 January 2026
File Reference: F25/91030

Attachment A: Argyle Street and Campbell Street Bike Lanes - Twelve Month Review - Final Report - January 2026 (Supporting information)



8.3 Stormwater and Waterways Briefing
File Ref: F25/50332

Report of the Manager Stormwater and Waterways and Director
Infrastructure and Assets of 6 January 2026.



City of **HOBART**

MEMORANDUM: HOBART WORKSHOP COMMITTEE

Stormwater and Waterways Briefing

1. Report Summary

The purpose of this briefing is to increase understanding of key issues which are likely to require changes in the City's approach to stormwater and waterways practices over the next few years.

Increased understanding will enable the City to make informed decisions that integrate with other asset classes, risk management approaches and exposure and financial implications.

This briefing will provide information on the following topics:

- Nuisance versus flood management
- Hobart Rivulet
- Climate change implications
- General stormwater update

2. Nuisance versus Flood Management

The standard approach to managing stormwater should be through a combination of minor and major stormwater systems that interact to move water downstream; most of the piped network is part of the minor system and some trunk mains and overland flow paths make up the major system.

The below definition is from *Australian Rainfall and Runoff Guideline 2019*.

A Major and Minor Stormwater Management System Has Two Parts:

- *The minor system manages nuisance. This runoff is conveyed in a manner that maintains safety, minimises nuisance and damage to property. The infrastructure is also provided to avoid potential maintenance problems for example, ponding and saturation of designated areas. Importantly, the minor system also includes volume management measures that aim to hold water within urban landscapes and sub-catchments (refer to Book 9, Chapter 4) – these solutions may include ponding of stormwater within a defined area. The minor system must withstand the effects of regular stormwater inundation.*
- *A major system is primarily intended to mitigate disaster. The major system typically includes overland flow paths on roads and through open*

space, and trunk conveyance infrastructure. This system conveys additional stormwater runoff produced during larger less probable and rarer storm events with the intent of managing the potential for flood disaster. Overland conveyance of stormwater from large events is potentially hazardous due to the velocity and depth of flows, and must be safely contained within a defined corridor of major system flows.
(Coombes, et al., 2019)

This conflicts with many people's ideas of how the stormwater system works, there is a common misconception that floods are mitigated by underground piped networks and for several reasons this is rarely the case.

The current pipe network design intent is to drain a 5 per cent Annual Exceedance Probability (AEP) (or 1 in 20 Average Recurrence Interval) rainfall event. This has meant that flow rarely emerges from the piped networks and a consequence is that development has overlaid many of our overland flow paths whilst increasing stormwater volumes by introducing large impervious surfaces into our urban areas.

Future strategic management of the City's overland flow paths will be investigated and will involve a change in management and approach to our overland flow paths.

The success of the Hobart Rivulet trail in mitigating flood risk to communities whilst providing significant community benefit should be noted.

3. Climate Change Implications

Stormwater and flood modelling are particularly impacted by climate change. Any increase in temperature corresponds to associated increases in rainfall intensity.

Practitioners in Tasmania have been utilising climate change factors for over 10 years in flood modelling and to size the piped network. The City uses these factors for decision making and consultants and developers have been required to apply them to development decisions.

The brief history of climate change factors has been:

- 2010- initial factors put out by the Climate futures for Tasmania project group indicated +30% for extreme rainfall.
- 2019 – update national factors moved Hobart Council area to +16 to 18% (Australian Rainfall and Runoff (ARR) and Bureau of Meteorology (BOM)).
- 2024 – updated national factors array released by ARR and BOM.

The most recent updates differ from previous updates as instead of supplying a single number increase, they have moved to a risk management approach in which an array of figures have been made available and individual jurisdictions have been advised to select an appropriate approach.

The arrays are based on possible climate scenario, duration of rainfall event and time outlook. For example, if pipes are installed with a design life past 2100, in an area of Hobart where the critical rainfall duration is 1 hour we may choose the 2100 – 1 hour factor, and would then need to choose from 4 possible future climate scenarios. Noting that all but the most optimistic scenarios involve increasing the climate change factors between 41% and 86% for short duration events.

This approach pushes the risk determination onto users or jurisdictions to come up with an appropriate approach. The advice is to base the decision on risk and the Department of Climate Change, Energy, the Environment and Water (DCEEW) has started to put out guidance on this approach. Ideally, we will analyse the impacts and risks of the different scenarios and produce a thorough report with clear guidance. This will take time and interim guidance on which climate factors need to be applied should be provided by the City to guide development and provide certainty to developers and consultants whilst this is underway. A discussion of the options and possible interim outcomes will be included in the presentation.

4. General Stormwater Update

4.1 Ageing Infrastructure

Stormwater assets are, for the first time in our history, getting close to the stage of requiring large scale renewal. We can extend the life of many mains by relining, however, future management of these assets will increase.

4.2 Unserved Areas / “Shared Private Infrastructure”

Hobart, due to the era it was developed, has areas where the associated stormwater infrastructure is unmapped or does not exist in appropriate locations. We are investigating the implications of this.

4.3 Water Quality

We have an opportunity to impact water quality outcomes for our Rivulets and the receiving bays in the Derwent River. Communities value and are invested in their local waterways, improving our water quality management practices and funding further water quality installations and blue green infrastructure will help us achieve water quality targets.

4.4 Strategic Plan

A two-year timeframe is required to create a strategic plan that pulls together information from:

- Asset Management Plans and Stormwater and Waterways Asset Management Plans
- Risk and Disaster modelling
- Water quality opportunity analysis

- Cultural connections

4.5 Flood Modelling Update

GIS has been audited and updated and the team are currently building the Hobart and New Town models. Models should be built in six months after which scenario analysis of possible outcomes and solutions can be undertaken.

4.6 New Town Rivulet Update

Photos of the New Town Rivulet project will be shared if time permits.

WORKSHOP PURPOSE

To increase understanding of key issues which are likely to require changes in the City's approach to stormwater and waterways practices over the next few years.

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.



Anna Wilson
**MANAGER STORMWATER AND
WATERWAYS**



David Reeve
**DIRECTOR INFRASTRUCTURE AND
ASSETS**

Date: 6 January 2026
File Reference: F25/50332

9. RESPONSES TO QUESTIONS WITHOUT NOTICE

Regulation 34 *Local Government (Meeting Procedures) Regulations 2025*.
File Ref: 13-1-10

The Chief Executive Officer reports:-

"In accordance with the procedures approved in respect to Questions Without Notice, the following responses to questions taken on notice are provided to the Committee for information.

The Committee is reminded that in accordance with Regulation 34(3) of the *Local Government (Meeting Procedures) Regulations 2025*, the Chairperson is not to allow discussion or debate on either the question or the response."

RECOMMENDATION

That the following response to a question without notice be received and noted.

9.1 Statistical Information on number of International and Interstate Students in Southern Tasmania

Memorandum of the Director Strategic and Regulatory Services of
6 January 2026.



**MEMORANDUM: LORD MAYOR
DEPUTY LORD MAYOR
ELECTED MEMBERS**

**STATISTICAL INFORMATION ON NUMBER OF
INTERNATIONAL AND INTERSTATE STUDENTS IN
SOUTHERN TASMANIA**

Meeting: Hobart Workshop Committee

**Meeting date: 17 November
2025**

Raised by: Alderman Bloomfield

Question:

How many students are actually engaging with the Hobart university Campus?

A break down in the number of students in Southern Tasmania that are: international students and interstate students?

How many students from interstate and overseas in southern Tasmania who are in university provided accommodations versus private accommodation?

Response:

Officers have contacted the University of Tasmania and have been advised the following:

The number of students currently engaging with the Hobart university campus.

There are nearly 10,000 students studying with the University of Tasmania across Southern Tasmania in 2025.

In 2025, there were approximately 4,300 on-campus or mixed mode attendance students engaging with the Hobart City Campus. This includes students studying at

The Hedberg, the Medical Sciences Precinct, the Centre for Creative and Performing Arts, IMAS, our Domain facilities, and our previous business school location at KPMG.

When The Forest opens for students in early February 2026, 70% of all students in Southern Tasmania will interact with one or more of the University's city campus facilities for classes and activities.

A breakdown of the number of students in Southern Tasmania, distinguishing between international students and interstate students

Of the almost 10,000 students studying in Southern Tasmania, 76% are domestic students - 63% from Tasmania and 13% from interstate - and 24% international.

Within this Tasmanian cohort of students, 85% are originally from Southern Tasmania.

The number of interstate and overseas students in Southern Tasmania who are residing in university-provided accommodations versus private accommodations.

The University of Tasmania currently operates 2,469 beds across 15 sites statewide, including overflow accommodation. These are located in Hobart, Launceston, Burnie, and Sandy Bay, with a mix of residential Colleges, studio and shared apartment-style accommodation.

As of June 2025, accommodation occupancy sits at 83%, with availability at Hytten Hall (Hobart) and Christ College (Sandy Bay).

In 2025, there were 315 Tasmanian, 359 interstate and 681 international students residing in university accommodation in Southern Tasmania.

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.



Karen Abey
**DIRECTOR STRATEGIC AND
REGULATORY SERVICES**

Date: 6 January 2026
File Reference: F25/87824

10. QUESTIONS WITHOUT NOTICE

Regulations 33 and 34 of the *Local Government (Meeting Procedures) Regulations 2025*.
File Ref: 13-1-10

33. (2) *A question asked at a meeting is to, as far as is practicable -*

- (a) be concise; and*
- (b) be clear; and*
- (c) not be a statement; and*
- (d) have minimal pre-ambble*

34. *Questions without notice by a Councillor*

- (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 Chief Executive Officer.*
- (2) In asking 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 Chief Executive Officer who is asked a question without notice at a meeting may decline to answer the question.*
- (5) The chairperson of a meeting may require a councillor to put a question without notice in writing.*

11. CLOSED PORTION OF THE MEETING

RECOMMENDATION

That the Committee resolve by majority that the meeting be closed to the public pursuant to regulation 17(1) of the *Local Government (Meeting Procedures) Regulations 2025* because the items included on the closed agenda contain the following matters:

- Minutes of a Closed Committee Meeting
- Confidential Information
- Closed Questions Without Notice

The following items are listed for discussion:-

- | | |
|--------------|--|
| Item No. 1 | Minutes of the last meeting of the Closed Portion of the Committee Meeting |
| Item No. 2 | Consideration of supplementary items to the agenda |
| Item No. 3 | Indications of conflicts of interest |
| Item No. 4 | Items For Workshopping |
| Item No. 4.1 | Future State of Car Parking in Hobart
LG(MP)R 17(2)(c) and (h)(ii) |
| Item No. 5 | Questions Without Notice |