



CITY OF HOBART

AGENDA

The Hobart Workshop Committee Meeting
Open Portion
Monday, 16 March 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, 16 March 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:

Councillor M S C Dutta (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
Alderman M Zucco
Councillor W F Harvey
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, 2 March 2026](#), 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 City Economy Committee File Ref: F26/10015

Report of the Director Community and Economic Development of 23 February 2026 and attachment.

Delegation: Committee



City of **HOBART**

MEMORANDUM: HOBART WORKSHOP COMMITTEE

City Economy Committee

The purpose of this report is to inform the committee of the outcomes of the meeting of the City Economy Committee that was held on 3 February 2026.

The following was discussed:

- Residential Incentives Policy – the Committee provided feedback on the Residential Incentives Policy presentation, noting the need to incentivise building residential properties within inner-Hobart. The Committee also discussed collaboration with TasWater and the State Government, as well as limitations of existing infrastructure and plumbing development approvals. The Committee highlighted the importance of ensuring checks and balances are implemented with a view to limit possible abuse of the support available. The Committee was asked to provide further feedback for the CEO to review.
- Digital Upskilling and Grant Program – the Committee provided feedback on the planned way forward for the business grants program, which would see local businesses registering to attend workshops to expand their digital capabilities. The Committee also discussed similar workshops, such as the van Diemen Project's Digital Solutions Program, noting that the content of workshops should not duplicate what is available elsewhere. The Committee also discussed the content that would be covered in these workshops.
- Why Leave Town Program – the Committee provided feedback on the Why Leave Town Program, a proposed campaign following the Passport to Hobart. The Committee discussed removing the burden of administrative responsibility from local businesses in the Hobart Local Government Area ('LGA') through the proposed gift card program which supports buying local. The Committee also discussed the importance of building relationships between local businesses and customers to maintain long-term participation in buying local. The Committee discussed the name of the program, clarifying that it encourages people to stay in town to use gift cards only redeemable in business within the LGA.
- Future State of Parking – the Committee provided feedback on the Future State of Parking presentation, noting concerns of the current parking business. The Committee discussed demand-based pricing and all-day parking, and

their impact on visitors to the City. The Committee also discussed increasing parking availability around the City periphery at cheaper costs with a view to draw all-day parkers out of the inner-City, noting that parking areas in the periphery near the stadium could increase revenue once the stadium is complete. The Committee discussed modernising the City, including upgrading outdated parking technology.

RECOMMENDATION

That the Hobart Workshop Committee receive and note the minutes of the City Economy Committee of 3 February 2026, 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.



Ben Artup
**DIRECTOR COMMUNITY AND
ECONOMIC DEVELOPMENT**

Date: 23 February 2026
File Reference: F26/10015

Attachment A: City Economy Committee - Minutes - 3 February 2026
(Supporting information) 

7. 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.

7.1 Argyle Street Car Park - 24-Hour Parking **File Ref: F26/6378; 24/47**

Report of the Manager Economic Development and Director Community and Economic Development of 11 March 2026.

REPORT TITLE: ARGYLE STREET CAR PARK - 24-HOUR PARKING

REPORT PROVIDED BY: Manager Economic Development
Director Community and Economic Development

1. Report Summary and Key Issue

- 1.1. This topic was previously presented to the 15 December 2025 Council Meeting and it was resolved by Council to be deferred to a Hobart Workshop Committee in February 2026 for further discussion.

The purpose of this report is to present to the Hobart Workshop Committee information pertaining to the feasibility of changing the Argyle Street Car Park operation to 24-hours.

This report also discusses the case for extending the operation of Argyle Street Car Park in the future when a more viable business case may exist as a result of operational costs savings and stronger demand.

2. Workshop Purpose

- 2.1. That the Hobart Workshop Committee to review the report titled *Argyle Street Car Park – 24-Hour Parking* and provide feedback.

3. Discussion and Background

3.1. Overview

3.1.1. Location: 38 Argyle Street, Hobart

3.1.2. 1,155 parking spaces available, including 33 accessible parking spaces.

3.1.3. The current hours of operation are seven (7) days a week, 6.30 am to 10 pm.

3.1.3.1. On 8 July 2025, the opening hours for the Argyle Street Car Park were changed from 7 am to 6.30 am, 7 days per week.

3.2. Occupancy Summary

3.2.1. The car park is extremely busy and average daily occupancy during the busiest times of the day sits between 90 – 95%, usually between 11 am and 2 pm.

3.2.2. Occupancy drops as low as less than 5% at the end of the day, between 8 pm and 10 pm.

3.2.2.1. This occupancy level is quite high and needs to be reviewed as the fees and charges for 2026-27 are considered by Council.

3.3. An overall pricing strategy for on street and off street will be developed as part of the Future State of Parking report that will be discussed in more detail with Council over the coming 12 months.

3.3.1. This body of work may have the potential to partially offset any increases in costs necessary in operating the City's car parks on a 24-hour basis.

3.4. 2025-26 Budget Summary

3.4.1. The revenue associated with the change in operating hours is difficult to quantify as the first hour of parking in Argyle Street Car Park is free. Overall year to date actuals shows revenue is slightly in front of the budget projections by almost \$50,000. The revenue budget for the year is \$5.4 million, which is on track to be achieved.

3.4.2. Expenses for Argyle Street Car Park year to date were projected to be \$450,000 and the actuals are approximately \$480,000. The main expense items in this Car Park are body corporate related fees and land tax.

- 3.5. Feasibility of changing to 24 hours
- 3.5.1. At this point in time, it is difficult to justify the extension of the Argyle Street Car Park back to a 24-hour a day operation.
- 3.5.2. However, it is worth noting, that with projects such as the new stadium and other growth drivers, a stronger future case may exist to extend the car park to 24-hour operation.
- 3.5.3. Notwithstanding potential future demand increase, the main current concern with extending operating hours relates to the estimated costs of providing staffing and security to operate the car park between the hours of 10 pm and 6.30 am daily. The City of Hobart would need to provide an extra 1.6 FTE MO1A – MO2C classified staff member at an annual cost of \$172,405. Security personal would also need to be provided to the car park to support the Council Staff member and monitor security of the environment at an annual cost of approximately \$200,000 per year.
- 3.5.4. In 2024-25 the Argyle Street Car Park generated \$5.87 million in revenue, and with operating expenses of almost \$1 million, it generated a profit of approximately \$4.8 million.
- 3.5.5. In 2025-26 it is budgeted to achieve a similar financial position, year to date revenue is at \$3.2 million, which is slightly ahead of the projected budget year to date of \$3.15 million.
- 3.5.6. It is believed the costs associated with operating a 24-hour car park in the current environment, would significantly diminish the profitability of the car park and given the overall contribution car parks make to Council revenue, extending the car park to 24 hours places this contribution at risk.
- 3.5.7. Potential revenue that could be generated by operating 24 hours is difficult to project and factor into the feasibility analysis because the Fees and Charges are not set up to consider this option. At present customers pay by the hour, anything over 8 hours pays the maximum of \$25. If a car is currently left in one of the multi-storey car parks overnight there is a \$7 overnight fee. Therefore under the current fees and charges the estimated charge would be \$32 per vehicle. The occupancy data suggests that on average there are 29 cars in Argyle Street Car Park for the last hour of operation until 10 pm and on average there are 28 cars in the car park for the first hour of operation, which suggests that some or most of these are parking overnight.

- 3.5.8. As mentioned, it is difficult to provide a revenue projection without trialling an extension in hours to establish some patterns. The above figures of 29 in the last hour and 28 in the first hour, suggest there are already a small number of vehicles parking overnight, but if 24 hour access was available it is impossible to accurately project what these numbers could be.
- 3.5.9. As was presented to the Hobart Workshop Committee on 19 January 2026, the Parking Services team are working through a process to determine what the Future State of Parking in the City of Hobart could look like. This process will consider a range of technology, service level and pricing improvements for Council to consider how we deliver parking services to the community. While it is believed that operating a 24-hour car park in the current environment is too costly, there may be options in the future through a mix of technology and pricing solutions to extend the hours of the car parks in a more cost-effective manner.
- 3.5.10. Further, and as noted previously, future demand may also support the case for extending operating hours to a 24-hour basis.
- 3.5.11. Given that both technology improvements and any future changes in demand are likely to take 12 – 24 months to occur, this would be a suitable timeframe to assess the viability of 24-hour operation.
- 3.5.12. It is important to note that as part of the Council resolution on 26 May 2025, Council gave the Chief Executive Officer delegation to amend the operational hours of the car parks on an as needs basis where it can be demonstrated there will be no nett cost to Council by doing so. Therefore, there is still the option to extend the hours further on an as needs basis, without committing to the full 24/7 hours that are not believed to currently be financially viable.
- 3.5.13. Anecdotally, we understand that by opening the car park 30 minutes earlier in the morning, we are already tapping into the night shift staff at the hospital, because they start before the car park closes and finish the next morning just as the car park is opening, which means they can leave their car safe and secure in the car park each night as required.
- 3.5.14. The risk for hospital staff that do this at present is they can't get access to their car in the middle of the night if needed. However, there have been no examples of this since the hours were changed in 2025.

3.5.15. There is opportunity to promote this further to the Hospital staff, but based on this assessment, opening it 24/7 would not necessarily generate more hospital staff related business.

4. Legal, Risk and Legislative Considerations

4.1. The main risk relates to financial risk associated with any further changes.

5. Strategic Planning and Policy Considerations

5.1. Pillar 5 of *A Community Vision for Our Island Capital* states that:

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. We are able to maintain a pace of life that allows us to fulfil our needs, such as work, study, business, socialising, recreation, accessing services, shopping, entertainment and spending time with loved ones.

5.2. This review and associated recommendations also aligns with the *Hobart Transport Strategy 2024*, with a particular alignment to the Parking and Kerbside Management Plan, and specifically the principle focused on the need to supply car parking that is dependable and reliable for people to plan trips and do business in the city.

6. Financial Viability

6.1. Financial Considerations:

	2025-26	2026-27	2027-28	2028-29
	\$'000	\$'000	\$'000	\$'000
Revenue				
Existing Revenue	5,395	TBA	TBA	TBA
Additional Revenue	Unknown			
Total Revenue				
Expenditure				
Additional Operating		372	372 + CPI	27-28 figure + CPI
Capital				
Total Expenditure				
Net Cost				
FTE Impact				
	2025-26	2026-27	2027-28	2028-29
Change in FTE				

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. The additional operating expenses is the cost of additional staff and security services that would be required under the current operations of the car park.

No revenue projection is provided, because as outlined in the report, additional revenue is not possible to project, it would be purely speculation.

- 6.2. City Economy Strategy:

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

3. Position Hobart as an enviable place to visit, live and do business.

- 6.4. Economic Impact:

- 6.5. There would be some economic benefit to the local business community having the car parks open longer, but it hasn't been quantified as part of this report.

- 6.6. Consultants

- 6.7. No consultants were engaged in the preparation of this report.

7. Climate and Sustainability Considerations

- 7.1. No impacts on climate or sustainability were identified as a result in the change of operating hours for Centrepont or Argyle Street Car Parks.

8. Community and Business Engagement and Collaboration

- 8.1. Engagement was undertaken when the original report for Council was developed to help understand the need for extended hours. No additional engagement has been undertaken in the preparation of this report.

9. Innovation and Continuous Improvement

- 9.1. Parking Services are undertaking a review of current services, and the outcomes of this work that will explore things like technology, pricing and customer service. This work will be presented to Council in 2026 and at various stages throughout the change process. This review is referred to as the Future State of Parking.

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.



Nick McGuire
**MANAGER ECONOMIC
DEVELOPMENT**



Ben Artup
**DIRECTOR COMMUNITY AND
ECONOMIC DEVELOPMENT**

Date: 11 March 2026
File Reference: F26/6378; 24/47

7.2 Hobart Bike Plan 2026
File Ref: F26/7539

Report of the Senior Transport Planner, Manager City Transport and Director Strategic and Regulatory Services of 11 March 2026 and attachment.

REPORT TITLE: HOBART BIKE PLAN 2026

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

1. Report Summary and Key Issue

- 1.1. The purpose of this report is to provide an update on Action 46 of the Hobart Transport Strategy 2024:
 - 1.1.1. *Develop a City of Hobart Bike Plan to guide the provision of a network of bicycle infrastructure for people of all ages and abilities across the LGA. The plan may consolidate the outcomes of Local Area Mobility Plans, School Access Travel Plans and Neighbourhood Plans and consider bicycle parking and signage and infrastructure upgrades for primary, secondary and neighbourhood routes.*
- 1.2. This report summarises progress on the development of the draft Hobart Bike Plan 2026 (the bike plan). The workshop will provide Council with an overview of the draft bike plan structure and seek feedback for finalising the plan for Council consideration.

2. Workshop Purpose

- 2.1. That the Hobart Workshop Committee to review the draft *Hobart Bike Plan 2026* (bike plan) and provide feedback on its approach to creating a safe, connected and comfortable network of routes for cycling in Hobart.

3. Discussion and Background

- 3.1. Development of a bike plan for Hobart was a priority action (Action 39) in Council's endorsed Hobart Transport Strategy 2024 (Transport Strategy) at its meeting on 22 July 2024.
- 3.2. Since July 2024, the work of the City Transport unit has been guided by the Transport Strategy's primary objective to deliver transport choice for Hobart as well as its four overarching themes—safe and healthy streets for all, encouraging and enabling behaviour change, climate ready transport and emerging trends to enhance our city.
- 3.3. The 2025-26 Annual Plan lists the bike plan as a major action and initiative to be developed this year.

- 3.4. Prior recognition of key cycling corridors and the need to prioritise active transport is evidenced in a number of Council strategies, documents and plans, including:
- Principal Bicycle Network (endorsed by Council at its meeting 14 April 2008)
 - Hobart Regional Arterial Bicycle Network Plan 2009 (developed through a working group of representatives from Hobart, Clarence, Glenorchy, Kingborough and Brighton Councils and Tasmania's Department of Infrastructure Energy and Resources and prepared by Cycling South)
 - Principal Urban Cycling Network (2014)
 - Hobart City Deal (2019)
 - Greater Hobart Cycling Plan (2021)
- 3.5. Through local area planning documents and plans, Council has recognised some cycling routes at the neighbourhood level, including:
- Four Local Area Mobility Plans (LAMPs) for Battery Point and the Northern Suburbs (both endorsed 27 November 2023), West Hobart (endorsed January 2025) and Mount Nelson (endorsed 23 February 2026)
 - Two Neighbourhood (Structure) Plans for the Central City (endorsed 25 September 2023), North Hobart (endorsed 26 May 2025) as well as work to-date on the draft Mount Nelson and Sandy Bay
 - Three School Access Travel Plans (SATPs) for Goulburn Street Primary, New Town Primary and South Hobart Primary schools (all endorsed 19 August 2024)
 - The Inner Hobart Transport Network Operations Plan (2023)
- 3.6. In 2025, the City applied for and received technical assistance through the Bloomberg Harvard City Leadership Initiative. This resulted in the 2025 Neighbourhood Greenways Study, a city-wide network of neighbourhood-level connections for 10 suburbs across Hobart.
- 3.7. The draft bike plan brings all the cycling outcomes from these strategies, plans and documents together into one place.
- 3.8. The draft bike plan confirms the function of each route in a city-wide bike network for all ages and abilities. It does not define the future form of each corridor. Detailed design be done at the project-level and will be developed through engagement practice in line with the City of Hobart Community Engagement Policy and Framework.
- 3.9. The draft bike plan proposes a six-element approach to building the bike network: 1) build what is planned, 2) make connections, 3) align work with renewals, 4) maintain quality, 5) make small improvements where they make a difference to local routes and 6) support complementary cycling initiatives.

3.10. Interdivisional consultation has influenced the preparation of the bike plan due to the organisational implications of this approach. Consultation has occurred and/or is ongoing with:

- City Assets Group, including Road Assets and Road Services Teams
- Climate Futures Lead
- Communications, Engagement and Marketing Group
- Community Programs Group
- Design Services Team
- Development Appraisal Group and Development Planning Team
- Open Space Group and the City Greening Team
- Place Design, Sport, and Recreation Group
- Road Maintenance & Renewal Team
- Spatial Solutions Group
- Stormwater and Waterways Group
- Strategic Land Use Planning Group

4. Legal, Risk and Legislative Considerations

- 4.1. No legal or legislative considerations have been identified at this stage, noting the potential that these may be identified during future project development work.
- 4.2. Implementation will be overseen by the internal Transport Strategy Steering Group. Discussions open to the public occur at regular meetings of the City Transport Committee.

5. Strategic Planning and Policy Considerations

- 5.1. The draft bike plan derives its vision from Hobart: A community vision for our island capital and its Pillar 5: Movement and Connectivity:

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. We are able to maintain a pace of life that allows us to fulfil our needs, such as work, study, business, socialising, recreation, accessing services, shopping, entertainment and spending time with loved ones.

- 5.2. The draft bike plan supports key strategic outcomes of the Capital City Strategic Plan 2019-2029:

- Pillar 2. Inclusion, Participation and Belonging

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

- 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.

- Pillar 6. Natural Environment

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

- Pillar 7. Built Environment

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

- 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.

5.3. It also aligns with other City of Hobart strategies:

- 2040 Climate Ready Hobart Strategy (2024)
- Hobart Urban Tree Strategy (in development)
- Open Space Strategy (draft)

5.4. The draft bike plan supports the objectives of existing Tasmanian Government plans and strategies, in particular:

- Tasmanian Walking and Cycling for Active Transport Strategy (2010) and the draft updated strategy, titled Tasmanian Walk, Wheel, Ride Strategy (currently under the State's review).
- Tasmanian Walk, Wheel, Ride Policy 2024
- Draft Tasmanian Cycle Network Planning Guide (2025)
- Tasmanian Cycling Infrastructure Design Guide (2024)
- Greater Hobart Cycling Plan (2021)
- Draft Keeping Hobart Moving Plan (2023)

- 30-Year Greater Hobart Plan (2022)
- Tasmanian Road Safety Strategy 2017-2026 (2016)
- Southern Tasmania Regional Land Use Strategy (STRLUS) 2010-2035 and the draft updated STRLUS (currently under review)

6. Financial Viability

6.1. Financial Considerations:

- 6.1.1. The bike plan does not have an initial implementation budget for the current (2025-2026) or coming (2026-2027) financial year. However, the following capital projects funded in 2025-2026 contribute to the bike network:
- Collins Street Transformation
 - Hampden Road/De Witt junction pedestrian improvements
 - Castray Esplanade/IMAS path improvements
 - Augusta Road/Elizabeth Street Transport & Urban Enhancement Planning Project
 - Bromby Street & Mercer Street pedestrian upgrades
 - Haig Street traffic calming
 - Giblin Street & Forster Street bicycle connection
 - Burnett Street active transport connection
- 6.1.2. Having the bike plan in place will inform the City Transport unit's submissions for future capital works programs and external funding applications.
- 6.1.3. In order to plan those works, an implementation plan for the bike plan will be prepared and the works proposed in the bike plan will be included in our 10 year capital works plan (including those which are identified and endorsed through other strategic documents, such as the local area mobility plans and neighbourhood plans).
- 6.1.4. Additionally, a rolling program to install small-scale projects (such as safer crossings, local traffic calming, wayfinding and new trees and greening) and renew line-marking relevant to the network will be developed.
- 6.1.5. There is no FTE implication arising from this report.

	2025-26	2026-27	2027-28	2028-29
	\$'000	\$'000	\$'000	\$'000
Revenue				
Existing Revenue				
Additional Revenue				
Total Revenue				
Expenditure				
Operating				
Capital				
Total Expenditure				
Net Cost				

FTE Impact

	2025-26	2026-27	2027-28	2028-29
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Change in FTE

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

6.2. Consultants

6.2.1. The project was developed in-house.

6.2.2. In 2025, the City of Hobart hosted Oliver Oglesby, a fellow with the Bloomberg Harvard City Leadership Initiative. His role was to utilise existing datasets to visualise where low-cost infrastructure investments could lead to uptakes in cycling. The outcome of his 10-week project was the 2025 Hobart Neighbourhood Greenways Study. Many aspects of the study has been incorporated into the draft bike plan. The fellowship was fully funded by the Bloomberg Center for Cities at Harvard University.

6.2.3. In order to deliver the bike network outlined in the draft bike plan over the coming years, specialist engineering and quantity surveying consultants may need to be engaged from time to time.

7. Climate and Sustainability Considerations

7.1. The draft bike plan directly supports actions under Priority 1. Zero emissions transport of the 2040 Climate Ready Hobart Strategy:

- A compact and well-designed city (Priority 1.1)
- People can choose to walk, ride and take public transport (Priority 1.2)

8. Community and Business Engagement and Collaboration

- 8.1. The bike network has been developed by consolidating the planned routes and priorities already identified through Council-endorsed Local Area Mobility Plans, School Access Travel Plans, Neighbourhood Plans and other strategic documents, bringing them together into a single, city-wide network.
- 8.2. Given the breadth and recency of those engagement efforts, the draft bike plan draws directly on their outcomes rather than undertaking a separate standalone consultation process.
- 8.3. The extensive community engagement undertaken in recent years on plans, strategies and projects specifically for the City's work in the transport space include:
 - Hobart Transport Strategy 2024 (endorsed 22 July 2024)
 - Four Local Area Mobility Plans (LAMPs) for Battery Point and the Northern Suburbs (both endorsed 27 November 2023), West Hobart (endorsed January 2025) and Mount Nelson (endorsed 23 February 2026)
 - Three School Access Travel Plans (SATPs) for Goulburn Street Primary, New Town Primary and South Hobart Primary schools (all endorsed 19 August 2024)
 - Transforming Collins Street (three of five engagement stages completed; 2025–2027)
 - Sandy Bay Ferry Terminal (engagement in March 2025)
- 8.4. Themes around movement and connectivity are also well-documented in community engagement for the City's plans, strategies and projects beyond transport, particularly:
 - 8.4.1. 2040 Climate Ready Hobart (endorsed September 2024)
 - 8.4.2. Three Neighbourhood (Structure) Plans for the Central City (endorsed 25 September 2023), North Hobart (endorsed 26 May 2025) and to-date for the draft Mount Nelson and Sandy Bay
 - 8.4.3. Draft Open Space Strategy
- 8.5. The above community engagement processes involved broad consultation with residents, businesses, schools, community organisations and stakeholders, and provided feedback on barriers to active travel and priorities for safer walking and cycling connections.
- 8.6. Specific briefings have been held or are scheduled with stakeholders:
 - Bicycle Network Tasmania
 - City Transport Committee
 - Cycling South

- National Ride2Work Day
- Streets People Love Hobart
- Tasmanian Active Living Coalition
- Transport Professionals Association

8.7. As included in the recommendation of this report, the bike plan's purpose is not to define the future form of each cycling corridor. As individual projects from the bike plan move into planning, design and construction, their detailed design will be developed through engagement practice in line with the City of Hobart Community Engagement Policy and Framework.

9. Innovation and Continuous Improvement

9.1. We will monitor progress on bike network planning and delivery through an ongoing review of the following:

- percent of Hobart population living within a 300-metre walk of an existing primary or secondary route treatment.
- number of schools connected by the bike network
- kilometres of primary, secondary, neighbourhood and recreational routes improved
- specific small projects and line marking relevant to the bike network completed
- partnerships and funding secured
- priorities for the following year
- post-project sentiment, targeting projects in place for at least 12 months

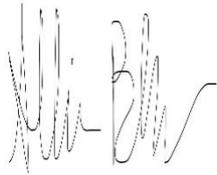
9.2. The draft bike plan also proposes to evaluate success based on the number of daily bike trips by Hobart residents and sets a target of 10,000 bike trips in 2033.

9.2.1. A baseline is provided through the State's Greater Hobart Household Travel Survey, which found that Hobart residents took 4,800 daily bike trips in 2023.

9.2.2. A target of 10,000 daily bike trips is just higher than double this number (9,600).

9.2.3. This is in line with the draft Keeping Hobart Moving (2024) plan, which aimed to double the number of people walking, wheeling and bike riding over 10 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.



Allison Blazosky
SENIOR TRANSPORT PLANNER



Daniel Verdouw
MANAGER CITY TRANSPORT



Karen Abey
**DIRECTOR STRATEGIC AND
REGULATORY SERVICES**

Date: 11 March 2026
File Reference: F26/7539

Attachment A: Draft Hobart Bike Plan 2026 (Supporting information) 

7.3 Waterfront Interpretation Project
File Ref: F26/14593; 15/116

Report of the Manager Creative City and Director Community and
Economic Development of 4 March 2026.



City of **HOBART**

MEMORANDUM: HOBART WORKSHOP COMMITTEE

Waterfront Interpretation Project

Project Overview

The Waterfront Interpretation Project (the Project) is a City of Hobart initiative to create a new suite of contemporary interpretation across the Nipaluna (Hobart) waterfront to be delivered by June 2027.

The Project aims to enhance the visibility of Palawa and non-Palawa stories and will replace the outdated and deteriorated Sullivans Cove interpretation panels.

This memorandum and its accompanying presentation are for workshopping by the Hobart Workshop Committee. Officers from the Council's Creative City Group will attend the Hobart Workshop Committee to present on the project.

Background

The Project originated from the 2010 Gehl Report, which recommended strengthening the waterfront as a "people place."

In 2011, the replacement of the Sullivans Cove interpretation panels was listed as Action 10 in the Council-endorsed Inner City Action Plan (ICAP).

Between 2011 and 2020, the City's Placemaking Team undertook substantial work with local consultants on identifying themes, locations, text and images. Delivery funding was reallocated in 2020, pausing implementation.

Following 2020, the Project was reviewed to align with the City of Hobart Aboriginal Commitment and Action Plan (ACAP). Key aims and principles were refined, and a new project brief was developed.

In 2023, the Project was nationally tendered, with three (3) shortlisted contractors presenting their proposed approaches.

In 2025, the Project secured capital expenditure funding and will proceed to development and delivery over the next two (2) years.

Project Scope

The Project will see a range of new interpretive public artworks installed within the Hobart Waterfront area between Watermans Dock (end of Murray Street) and Hunter Street.

The new interpretation replaces the 23 outdated signs with contemporary public artworks that will present the waterfront as a people place, grounded in foundational Palawa stories.

Key Principles

The Project takes a place-led approach that celebrates local writers and language, sparks curiosity, highlights the unseen and fosters pride in Nipaluna (Hobart).

The interpretive artworks respond sensitively to their surroundings, include content for children and families, maintain a clear presence without obstructing movement, and are designed to withstand the waterfront's maritime conditions.

The theme of "echoes" explores the sights, sounds, textures and memories that linger along the waterfront, revealing how both recent and more than 40,000 years of lived experience continue to shape and resonate through Nipaluna (Hobart) today.

Two (2) story curators, Steph Calahan and Theresa Sainty, will guide ten (10) writers to produce site-specific works based on waterfront themes. These will be complemented by additional original short works from local writers.

Engagement

The following stakeholder groups represents the key partners, consultants and community contributors who are playing essential roles in guiding, shaping and delivering the Waterfront Interpretation Project.

Engagement with stakeholders will continue throughout the Project stages outlined in this memorandum. A project webpage is also planned to be established in early April, to keep the broader community informed.

Stakeholder Group	Individuals / Organisations	Role / Contribution
Project Manager	Creative City Group, Arts and Culture Team	Overall project delivery, coordination, design development, engagement.
Palawa Consultant	Tony Brown	Cultural governance, advice on Palawa content, facilitation of reference group.
Palawa Reference Group	Theresa Sainty, Zoe Rimmer, Jillian Mundy, Allan Mansell, Liz Tew	Provide cultural knowledge, story guidance, review content, ensure accuracy and representation.
Story Curators	Steph Cahalan and Theresa Sainty	Develop themes, curate stories, write interpretive content including children's stories.

Stakeholder Group	Individuals / Organisations	Role / Contribution
Writers (Local)	Ten (10) writers	Produce original short works responding to themes and locations.
Cultural & Heritage Partners	Tasmanian Museum & Art Gallery (TMAG)	Heritage alignment, story support, contextual knowledge.
Land Owners / Site Partners	TasPorts	Landowner permissions, siting approvals.
Adjacent Businesses	Macq1 / Arthouse Hotel, Elizabeth Street Pier (Silverleaf Developments)	Support for site access, integration with precinct activity.
Stakeholders Still to Engage	Maritime Museum, Commercial Fishers Association, Mures, Tourism operators (e.g., Pennicott Tours)	Pending engagement to gather feedback and confirm support.
City of Hobart Internal Groups	Creative City, Place Design, Strategic Communications, Engagement and Marketing, Development Appraisal	Project oversight, story development, design, implementation.
Community	Local residents, visitors, families	Intended audience and beneficiaries of the interpretation (implied in project vision).

Timeline

The project is being delivered across 2025-26 and 2026-27 financial years as per the following table.

Project Stage	DATE	ITEM
Stage 1	2023	EOI and concept
Stage 2	Sep 2025 – Jan 2026	Planning and engagement
Stage 3	February – March 2026	Theme and story concept development
Stage 4	March 2026	Present to Hobart Workshop Committee Present to stakeholder groups
Stage 5	April – June 2026	Communication and webpage Writing and design development/approvals
Stage 6	July 2026 – June 2027	Fabrication/installation
Completion by June 2027		

Workshop Purpose

For the Hobart Workshop Committee to receive the memorandum titled '*Waterfront Interpretation Project*', and accompanying presentation and to provide feedback.

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.



Justyne Wilson
MANAGER CREATIVE CITY



Ben Artup
**DIRECTOR COMMUNITY AND
ECONOMIC DEVELOPMENT**

Date: 4 March 2026
File Reference: F26/14593; 15/116

7.4 Dorney House: Update of Status and Future Options
File Ref: F26/9442

Report of the Chief Executive Officer of 11 March 2026 and attachment.

REPORT TITLE: DORNEY HOUSE: UPDATE OF STATUS AND FUTURE OPTIONS**REPORT PROVIDED BY:** Chief Executive Officer**1. Report Summary and Key Issue**

- 1.1. Dorney House is an architecturally significant and heritage-listed property on Porter Hill. It has a complex history, limited services (no sewer/stormwater), difficult access, and significant site constraints including bushfire risk, landslip, and limited parking.
- 1.2. Over the last decade, the site was historically used for limited community and cultural events, however, safety hazards and degraded access led Council to cease public bookings in 2024. The house is now unused, deteriorating, and costly to maintain.
- 1.3. Earlier attempts to activate the site, including a national Expression of Interest process in 2016, failed due to poor financial viability and risk.
- 1.4. Given the heritage constraints and risk to site values, subdivision and sale of Dorney House is considered highly unlikely to gain approval and presents significant long-term risks to public ownership and control.
- 1.5. This report identifies that tourism/accommodation-based use represents the most promising future direction for Dorney House. Its seclusion, iconic architecture, and panoramic setting position it well for curated tourism experiences such as small-group food events, guided tours, and boutique accommodation. Discussions with experienced operators indicate genuine market potential if essential access upgrades are delivered.
- 1.6. If a viable tourism/accommodation model cannot be secured, this report suggests that Council revisit **residential use**—which remains permissible as a discretionary heritage-based application—to ensure site security, generate revenue, and support ongoing conservation.
- 1.7. An estimated **\$600,000** investment is required to design and upgrade the access road and address critical infrastructure needs.
- 1.8. The Porter Hill property incorporating the Dorney site currently costs the Council around **\$200k per year**, mostly loan interest and maintenance, with no revenue. The existing loan should not be repaid early, as continuing to invest the equivalent funds yields a financial advantage.

2. Workshop Purpose

That the Hobart Workshop Committee discuss the concepts presented in this report.

3. Discussion and Background

Introduction

This report has been prepared in response to the Council's resolution on 25 August 2025, requesting an update on the status of Dorney House. It outlines the reasons for the discontinuation of previous uses, identifies barriers to future use—including heritage requirements, zoning, fire risk, liability, and road access—and details the ongoing costs to the Council, such as insurance, maintenance, and loan repayments. The report also presents potential future options for the property.



Figure 1: Dorney House

Background

The Dorney House (Figure 1) was the family home of the late architect J.H. Esmond Dorney. Built in 1978 it is believed by some to be one of the great modern houses of Australia. It was built in three phases between 1949 and 1979. The original 1949 circular glass pavilion, was set atop a former gun emplacement, offering panoramic views of Storm Bay and the Channel. A timber and glass extension was added in 1955 but was lost to bushfire in 1998. The second phase, built in 1966 on a second gun emplacement and connected by a walkway, was also destroyed by fire in 1978. The current structure, completed in 1979, was rebuilt on the surviving northern gun emplacement, incorporating elements that withstood the fire (refer figure 2).



Figure 2: Detail of 1991 photograph showing the chronological development of the site

James Henry Esmond Dorney (1906–91), usually referred to as Esmond, was a highly original figure in post-World War Two Tasmanian architecture. Professor Philip Goad, Australia's foremost scholar of modernist architecture, believes Dorney's buildings stand out for their experimental style, their daring, and set him apart in Tasmania and Australia as a committed and highly inventive architectural individualist.

The site's cultural importance is recognised by its inclusion on the Tasmanian Heritage Register. Contributing factors are the architectural significance of the Dorney House itself and the historical context of the Fort Nelson remains (1909 - 1949) which extend throughout the site. A conservation plan was prepared for the site in 2007.

In 2006 the City acquired a 34-hectare property at Porter Hill in Hobart (Figure 3). The property was purchased primarily for skyline conservation purposes and included a site containing Dorney House and Fort Nelson. This acquisition complemented several existing reserves in this area such as Pearce Reserve, Cartwright Reserve, Trugannini Conservation Area and The Skyline Reserve to create a single continuous reserve.

A total of four titles were purchased from the Dorney Family, these titles form part of around 30 other titles to create Bicentennial Park.

The Australian Government contributed \$1M of the overall purchase price of \$5.7M for the property. The objectives for this funding support were to create a private protected area for nature conservation purposes. The funding agreement stipulates most of the title is not to be subdivided and is to be available for public access. Accordingly, a covenant for nature conservation purposes was applied to most of the title (26 hectares) except for approximately 4.3 hectares immediately surrounding the Dorney House as shown in Figure 3.



Figure 3 Dorney House Location and property boundary illustrating the area around Dorney House which is not subject to conservation covenant

Since its purchase most of the area has been absorbed into the management regimes of the surrounding bushland reserves. However, the path forward for Dorney House, the fort and surrounding gardens is not as clear and a number of reports, proposals and initiatives have been prepared for the site over the last 10 years. A summary of the Council decision relating to Dorney House are included as Attachment 1 to this report.

3.1. Summary of Planning Scheme

The site is located within the Environmental Management Zone Tasmanian Planning Scheme – Hobart ('the Scheme').

The purpose of the Zone is to provide for the protection, conservation and management of land with significant ecological, scientific, cultural or scenic value.

The uses that may be considered on the site include:

- No Permit Required - Natural and Cultural Values Management, Passive Recreation.
- Discretionary - Community Meeting and Entertainment, Educational and Occasional Care, Emergency Services, Extractive Industry, Food Services, General Retail and Hire, Pleasure Boat Facility, Research and Development, Resource Development, Resource Processing, Sports and Recreation, Tourist Operation, Utilities, Vehicle Parking and Visitor Accommodation

The Performance Criteria for the zone focuses on being compatible with the values of the site and surrounding area, retention of vegetation and minimising visual impact.

The site is subject to several overlays under the Scheme, including Local Heritage Place, THC Listed Place; Flood-Prone Hazard; Bushfire; Landslip and Natural values (Figure 4).

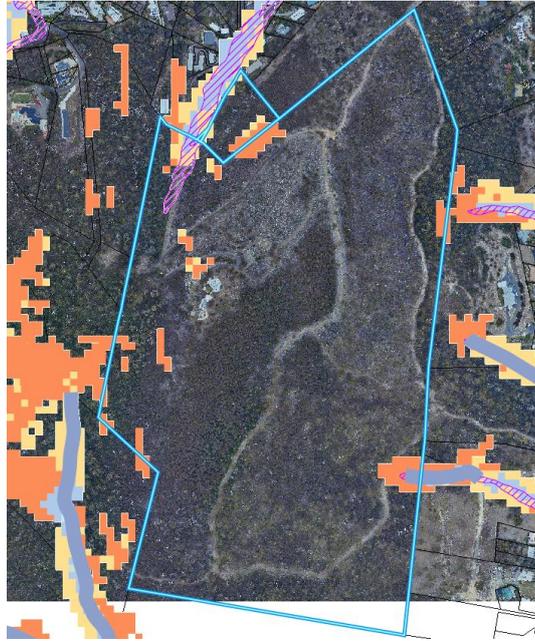


Fig 4. Planning Scheme Overlays - Orange and Yellow (landslip hazard), Purple Hatch and light blue (Flood prone), Dark Blue (waterway protection area)

Recent Use of Dorney House

Dorney House is currently managed by the Council's Open Space Group and over the years the team has developed and implemented a program of activities to enable limited use of the site. This work has been informed by detailed investigations, advice from operators such as the Robin Boyd Foundation, discussions with key stakeholders and trialling various uses.

In August 2014, the Council endorsed a dedicated activation program titled "*The Dorney House Program*", including a set of principles to guide management of Dorney House. The principles were as follows:

- Mixed public use model that avoids exclusive use of the house to any one group.
- Actively program use of the house, with an emphasis on activities that are relevant to the house's origins and setting.
- Pursue activities and uses that are well matched to the house, avoiding the need to make major physical changes.
- Involve a diverse range of user groups and provide an interesting range of opportunities for public visitation (i.e. incorporating general public

visitation, small group workshops, short term artist's residencies, performance-based use, and private hire).

- Maximise cost recovery and pursue program self-sufficiency.

Examples of activities at the site include:

- The Tasmanian Theatre Company's hosting of the play "*Who's Afraid of Virginia Wolfe*".
- An Open House Hobart event run by the Tasmanian Chapter of the Australian Institute of Architects.
- National Trust Open Day.
- Others – corporate events, professional development workshops, graduation ceremonies.

There is also a small residential bedsit on the site that was previously occupied for security purposes.

It is well recognised that the site is impacted by significant limitations. While the property is connected to mains water, which supplies onsite water tanks, it lacks reticulated sewer and stormwater services. Vehicular access and parking present substantial challenges. The driveway has been compromised by a failed retaining wall dating from the Fort Nelson era (circa 1908), resulting in reduced width and deterioration. Due to the limited size of the site, parking can only be accommodated for a very small number of vehicles.



Figure 5 – Images of the collapsed retaining wall

While there is an ability to address the access to the site, there is no ability to provide on-site parking which is a significant limitation for the use of the site.

In 2024, the Council ceased making the house available for public bookings because of the safety hazards (uneven surfaces, significant falls, debris, sharp edges, head height obstacles etc) that exist for persons on the site as well as the site access challenges.

Dorney House Strategic Review

In 2015, the Council conducted a strategic review of Dorney House to determine the most suitable future use for the residence and its surroundings. Four (4) operational models were considered:

- Renting the property as a private residence;
- Implementing a dedicated Dorney House program;
- Redeveloping the site's bunkers, and
- Selling the residence.

The review found that, although Dorney House still impresses visitors, its appeal is limited mainly to those with architectural expertise or a strong interest in 20th-century architecture. This is largely due to the building's unfurnished state, the deteriorated condition of its fixtures, and the neglected landscape.

The review recommended a combined approach for its future use, which included establishing the Dorney House program and redeveloping the fort bunkers to deliver social, heritage, economic, and environmental benefits.

In accordance with this recommendation, the Council endorsed the *Dorney House Program* and directed the City to seek expressions of interest (EoI) from proponents interested in reactivating the site in line with the program's principles. The preferred model emphasized mixed public use, including public access, small group workshops (such as writing and arts labs, leadership courses), short-term artist residencies, performance-based uses (theatre, events, film sets), and private hires (gourmet dinners, exhibitions).

An EoI process was conducted nationwide from October to December 2016, seeking adaptive reuse proposals that:

- Included activities for both Dorney House and the adjacent Fort Nelson.
- Provided community benefits and public access.
- Respected the site's architectural and historical significance.
- Demonstrated strong business planning and financial viability, and
- Proposed a long-term lease arrangement.

Despite broad publicity, only two submissions were received. Both failed to meet the EoI requirements, particularly in terms of financial planning, budgeting, and risk assessment (including bushfire risk, funding, and the risk of Council not providing financial support). As a result, the EoI process was unsuccessful.

Robin Boyd Foundation

In 2013, the Council sought specialist advice from the CEO of the Robin Boyd Foundation as a reference point for the future management and use of Dorney House. The Strategic Review recommended adopting a program model like that of the Foundation's, making it valuable to examine their approach.

The Robin Boyd Foundation preserves the legacy of Robin Boyd, an influential Australian modernist architect, author, critic, and educator, through stewardship of the iconic Walsh Street residence (Figure 5), which Boyd designed and lived in from 1957. This house remains a touchstone for Australian modernist architecture and continues to inspire contemporary design thinking.

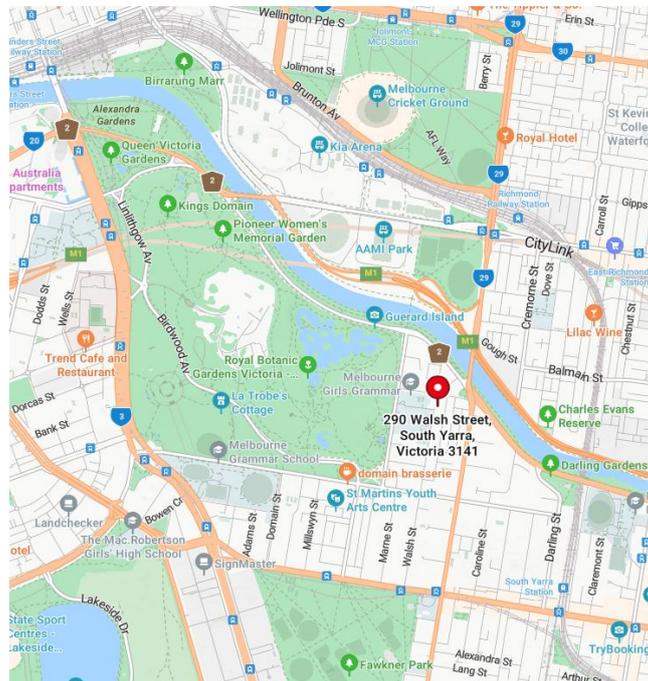


Figure 5: Location of 290 Walsh Street, South Yarra, Victoria

Today, Walsh Street serves as the headquarters for the Foundation, hosting a variety of public programs that celebrate good design and Boyd's enduring influence. These programs include:

- Guided tours of Walsh Street
- Neighborhood and walking tours
- Special events like *"Sunset Cocktails at Walsh Street"*
- Private tours
- Guest lectures
- Artist residencies

- Furniture restoration and photography workshops
- A film society

The Foundation operates as a company limited by guarantee, overseen by a Board of Directors. It employs three staff members (CEO, Engagement Partnership Manager, and Marketing and Programming) and relies heavily on volunteers to deliver its programs.

Walsh Street is open to the public 3 and a half days per week and welcomed 5,400 visitors in 2025, with peak attendance in spring and autumn and a winter closure. Financially, the Foundation has reported operating surpluses in recent years: \$35,247 in 2024; \$38,001 in 2023; \$118,845 in 2022; and \$202,478 in 2021, following a period of losses. The organisation depends significantly on grants and donations, which made up 40.8% and 43.3% of revenue over the past two years, while programs, events, tours, and merchandise contributed 42–48% of revenue.

Despite Walsh Street and Dorney House being architecturally significant, their contexts differ greatly. Walsh Street is centrally located in South Yarra, Victoria, near major attractions and is easily accessible. In contrast, Dorney House is isolated on Porter Hill, with limited public access. Even with potential upgrades, the site's small size restricts parking and would require bus access for visitors.

Therefore, while the Robin Boyd Foundation's model offers valuable insights, it is not directly transferable to Dorney House due to these significant differences in location and accessibility.

Future use options for Dorney House

Tourism/Accommodation Experience

The Council's approach to operating Dorney House has traditionally centred on making it accessible to the community through a community-based program. This thinking guided both the Strategic Review and the subsequent, unsuccessful Expression of Interest (EOI) process, which indicated that such community-focused models are not financially sustainable for this site.

Several challenges have been identified, including the fact that Dorney House is relatively isolated, difficult to access, and offers very limited parking. These factors make it impractical to support the volume of visitors and volunteers needed for a viable community program. Even alternative solutions, such as using a small bus for transport, would not resolve these limitations. As a result, the site has struggled to establish a consistent use, leading to minimal Council investment in recent years. This lack of investment has contributed to the site's current condition, where safety hazards now prevent visitors from being accommodated.

Historically, the Council has not explored tourism-based uses for Dorney House, which has limited its potential use. Yet, Hobart is a major destination in

Tasmania's tourism sector, attracting approximately 1.3 million domestic overnight visitors and 254,000 international visitors in 2024. Tourism spending in Tasmania reached about \$4.29 billion that year, with domestic visitors accounting for \$3.74 billion. This demonstrates a significant market opportunity for Dorney House.



Figure 7 - Stunning and unique view from Dorney House

Many of the site's features that hinder community programs, such as its seclusion and limited access, could enhance its appeal as a unique tourism experience.

The spectacular views (Figure 7) and distinctive setting make Dorney House an attractive location for curated food experiences and/or tours, where guests could be transported by small bus as part of a broader tourism offering. Consultations with leading tourism operators suggest there is strong potential for a viable tourism venture at the site. A possible venture could involve a food related visitor experience and/or small boutique accommodation. There would also be an opportunity for an operator to open up the building to other uses (i.e. meetings and the like) provided they are suited to the site's access and parking constraints.

It is considered that there is potential to consider the establishment of accommodation pods to supplement the use of the Dorney House. Any pods and/or works would need to be contained to areas that have already been cleared and if not, minimising vegetation clearance which looks achievable for the pods. However, one of the main factors will be the potential land clearing associated with bushfire management and servicing, this would be a key to determine for the initial application. In terms of the permitted height for the accommodation pods, it is 6m, however, efforts will need to be made to

minimise discretion where possible and for the pods to remain subservient to Dorney House.

If a successful tourism-based operation is established, it could encourage further investment in the site's historic elements, such as the restoration of the derelict Fort Nelson, ultimately enhancing the overall visitor experience.

Tourism-based uses such as tourist operation, visitor accommodation, community, meeting and entertainment are discretionary under the Scheme and would be able to be considered subject to intensity and scale, minimising impacts on the environment and nearby residential areas, traffic and parking as well as waste management. Also, from a heritage perspective, the associated impacts the change of use may have on the building to meet the current National Construction Code.

Access Road

Any future use of Dorney House will require the repair and upgrade of the current access road. The road is a long, single-lane switchback, previously impacted by a landslip and currently not safe for general visitors, despite temporary fixes. Limited stormwater control also needs to be addressed. An investigation and design for the upgrade is estimated at \$50,000, while early estimates for construction are around \$550,000.

Subdivision Potential for Dorney House

As part of the original acquisition, the funding agreement with the Australian Government was structured to allow for the sale of the house and its immediate surrounds without requiring repayment to the Commonwealth. However, selling the house would require a subdivision to separate it from the Council reserve.

The Council has previously investigated the feasibility of subdividing the Dorney House site from the reserve. While technically possible, approval is unlikely due to the following heritage constraints:

- The conservation plan emphasizes the importance of keeping the house and land together on a single title.
- The Tasmanian Heritage Council has indicated that subdivision would be problematic. Achieving a sensible outcome would require including all fort-related sites and access routes in one parcel, as well as preserving significant view lines for both the fort and the Dorney architecture. Additionally, enough surrounding bushland must be retained to maintain the site's setting.
- There is a significant risk that subdivision and sale could negatively impact the site's values and its relationship to the remaining reserve. Even with sale conditions or covenants, monitoring and enforcement would be limited and costly. Loss of Council ownership would mean loss of control, with potentially serious consequences.

Additionally, a subdivision proposal would need to address natural hazards (such as land slip and bushfire) as well as maintaining vegetation plus the suitability of intended use and buildings.

Residential use

The Council has previously considered renting the house as a private residence; however, any 'existing use rights' have lapsed due to prolonged vacancy, and residential use is now prohibited in the Environmental Management Zone under the Scheme.

Still, section 7.4.1 of the Scheme allows for a Discretionary application to be made if the building is on the Tasmanian Heritage Register or listed as a Local Heritage Place, provided restoration and maintenance depend on residential use. Since the property was once a dwelling, such an application would likely be supported.

The Council has previously dismissed this option, citing reduced public access and its misalignment with community expectations. However, if no viable tourism/accommodation-based use is found, returning Dorney House to residential use is recommended, potentially through rental to enhance site security and surveillance. The rental agreement could also require ongoing heritage conservation.

While not ideal, residential use is preferable to leaving the house vacant and at risk of vandalism or damage.

Conclusion

Over the past decade, numerous reports, proposals, and initiatives have explored potential uses for Dorney House. The Council's primary aim has been to encourage a mix of public activities such as open access, creative workshops, leadership programs, short-term artist residencies, performances, and private events like dinners and exhibitions. Despite these efforts, a sustainable operating model has not emerged, largely due to several site-specific challenges, including:

- Absence of reticulated sewer and stormwater systems.
- The property's remote location on Porter Hill.
- Access difficulties, including a narrow, degraded driveway affected by landslips.
- Limited on-site parking, and
- Safety risks for visitors.

These constraints make Dorney House unsuitable for a mixed public use approach. Notably, the Council has not previously considered tourism-focused uses, even though the very features that limit public access, seclusion and restricted entry, could enhance its value as a unique tourism destination.

The site's remarkable views and distinctive setting could attract curated food experiences or guided tours, with guests arriving by small bus as part of a broader tourism package. There is also potential for boutique accommodation or for the house to host meetings and other activities compatible with its access and parking limitations.

Therefore, it is recommended that the Council initiate a new Expression of Interest process, this time emphasizing tourism-based opportunities for Dorney House. To support this shift, the Council should invest in upgrading access, parking, and essential services to ensure the site is fit for its intended purpose.

The draft recommendations is as follows:

That:

1. *The Council agree to the following actions:*
 - (i) *An Expression of Interest (EOI) process be initiated for the future use of Dorney House, with a specific focus on identifying tourism-based opportunities, including but not limited to:*
 - (a) *Curated food and hospitality experiences;*
 - (b) *Guided tours and interpretive programs;*
 - (c) *Small-scale events compatible with site constraints; and*
 - (d) *Boutique visitor accommodation.*
 - (ii) *The EOI documentation clearly outline that proposals must:*
 - (a) *Respect the heritage significance of Dorney House and Fort Nelson;*
 - (b) *Be compatible with the environmental, access, and hazard constraints of the site;*
 - (c) *Demonstrate financial viability; and*
 - (d) *Include a robust operational plan addressing risk, safety, access, transport, and environmental impact.*
 - (iii) *The Council allocate \$50,000 in the 2026/27 budget to prepare the design and investigation work required to upgrade the access road to Dorney House, noting that construction works are currently estimated at \$550,000 and will require a future funding decision.*

(iv) *A further report be brought back to the Council outlining:*

- (a) *The outcomes of the EOI process;*
- (b) *The preferred proponent (if any); and*
- (c) *The recommended next steps to activate the site.*

2. *That the Council note:*

- (i) *Should the EOI process not identify a viable tourism-based option, the Council consider pursuing residential rental of Dorney House as an interim use, recognising that:*
 - (a) *Residential use is permissible as a discretionary heritage-triggered application;*
 - (b) *Such use would improve site security and support ongoing conservation; and*
 - (c) *Revenue generated would offset ongoing holding costs.*
- (ii) *Subdivision and sale of Dorney House is not recommended due to the significant heritage constraints, the likely inability to secure necessary approvals, and the risks posed to the integrity and public value of the site.*

4. Legal, Risk and Legislative Considerations

- 4.1. The report's recommendations will require performance against the Scheme for any proposed use(s) and would need to address issues such as heritage, site values, bushfire risk, and access.
- 4.2. The site is currently vacant and has little passive surveillance and/or meaningful security. These conditions cause the house to be under threat from damage by vandalism and/or other forms of misuse. The recommendations of this report would seek to lessen this risk.

5. Strategic Planning and Policy Considerations

- 5.1. The recommendations of this report would further the following pillars of the *Capital City Strategic Plan 2023*:

PILLAR 1 – SENSE OF PLACE: Hobart's cityscape reflects the heritage, culture and natural environment that make it special.

PILLAR 4 – CITY ECONOMIES: Hobart's economy reflects its unique environment, culture and identity.

PILLAR 7 – BUILT ENVIRONMENT: Development enhances Hobart's unique identity, human scale and built heritage.

6. Financial Viability

6.1. Financial Considerations:

- 6.1.1. The financial summary for Dorney House (including loan interest for the purchase of Dorney House and Porter Hill) is shown in the following table.
- 6.1.2. The Council ceased taking bookings for the hire of Dorney House in 2023/24 with income last received in May 2024. When it was being hired out it was generating around \$4,000 annually.
- 6.1.3. The income that could be generated for the City from the site will depend on the use and the final arrangement reached with any third party. At a minimum the City would receive a rent.
- 6.1.4. The City has not had a commercial rent valuation undertaken for the property. The City had a residential rent valuation for the caretaker's unit undertaken in May 2017. The rental valuation for the unit was assessed at \$220 per week (\$11,440 per annum). The Office of the Valuer-General undertook a valuation based on a residential use in June 2022. The whole site was assessed as having a rental value of \$83,200 per annum with the main building and surrounds having a rental value of \$62,400 per annum and the unit having a rental value of \$20,800 per annum.
- 6.1.5. Given the age of the valuation, the City could expect a higher return on the residential use than described in the previous rent valuations. The City could also expect a higher return still for a commercial lease to a company delivering a tourism experience. As a very rough illustration, the last commercial rental assessment for 19 Beach Road on the Long Beach foreshore, which the City leases to a restaurant/café, assessed the rental value as \$125,00 pa, however parking is not considered to be a restraint at the Long Beach location.
- 6.1.6. There are other costs for the site which have been excluded from the table as they do not relate to the buildings but rather to the surrounds (e.g. Porter Hill Fire Trail maintenance).

	2024-25	2025-26 (YTD Dec)	2026-27	2027-28
Revenue				
Existing Revenue	\$0	\$0		
Additional Revenue				
Total Revenue	\$0	\$0		
Expenditure				
Operating				
Maintenance	\$2,308	\$3,257		
Utility Costs	\$2,708	1,102		
Interest on Loan	\$190,722	\$90,917		
Depreciation	\$7,878	3,939		
Expression of Interest			\$30,000	
Capital				
Access Design			\$50,000	
Access Renewal/Upgrade				\$550,000
Total Expenditure	\$203,616	\$99,215		
Net Cost	(\$203,616)	(\$99,215)		

FTE Impact

	2025-26	2026-27	2027-28	2028-29
Change in FTE				

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. With regards to the loan for Dorney House and Porter Hill there is \$362,000 budgeted annually for the principal and interest repayments.
- 6.1.2. There are 10 years remaining on the loan and the current balance is \$2.7M.
- 6.1.3. To pay out the current loan would cost approximately \$3 million (this includes the loan balance and break costs of approximately \$300,000), which would be manageable within our current cash balances.
- 6.1.4. If we were to reinvest \$2.7 million across the remaining 10 years of the loan, we could potentially generate an additional \$1.4 million, based on the Australian Government 10 Year Bond Yield, meaning we would be \$1.1 million ahead by continuing to invest. Accordingly, it is not recommended that we repay the loan early.
- 6.1.5. In the last five years there's been no capital expenditure of any note.

6.1.6. Should the Council decide to upgrade the access road to facilitate the future use of the site it would be necessary to commit some capital funding to the site. This would involve \$50,000 to complete an investigation and design for the access and then an estimated \$550,000 to undertake the necessary upgrades.

6.2. City Economy Strategy:

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

Position Hobart as an enviable place to visit, live and do business.

Promote and leverage Hobart's uniqueness and celebrate the Hobart Difference.

7. Climate and Sustainability Considerations

7.1. These considerations have been detailed within the report.

8. Community and Business Engagement and Collaboration

8.1. Officers have engaged with local tourism operators and the Robin Boyd Foundation in the preparation of this report.

9. Innovation and Continuous Improvement

9.1. The report is recommending a potential future use for Dorney House which has not been actively considered in the past, which is part of a continuous improvement process.

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: 11 March 2026
File Reference: F26/9442

Attachment A: Summary of Council decisions concerning Dorney House
(Supporting information) 

8. 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-amble*
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.*

9. 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
- 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 | Questions Without Notice |