



CITY OF HOBART

AGENDA

OPEN PORTION OF THE COUNCIL MEETING
MONDAY, 25 MAY 2026
AT 4.00PM



The Mission

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

Our values

The Council is:



People

We care about people – our community, customers and colleagues.



Teamwork

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



Focus and Direction

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



Creativity and Innovation

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



Accountability

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



City of **HOBART**

Vision

**Our vision, mission values Hobart:
A community vision for our island capital.**



Hobart breathes.



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



We are brave and caring.



We resist mediocrity and sameness.



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



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



City of **HOBART**

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.



We commit to acting respectfully, cooperatively, and with the city's best interests in mind.



Objective, evidence-based communication:

Our discussions and advocacy are grounded in reliable, shared evidence, avoiding personal attacks and promoting respectful debate before public commentary.



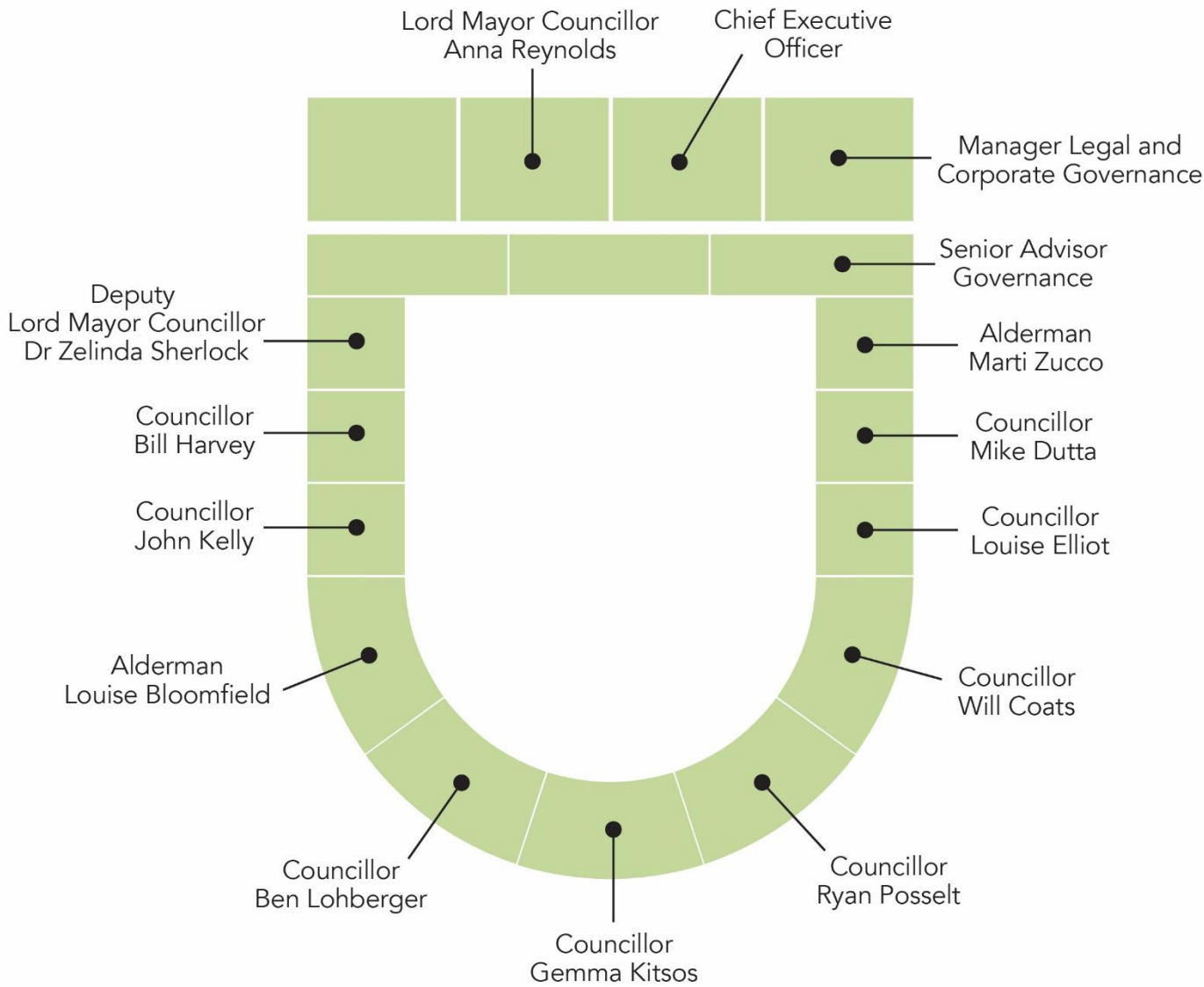
Roles and responsibilities:

We recognise our duty to represent our community while being accountable, engaging in critical debate and holding others to account respectfully.

*Endorsed by Council in February 2023 and recommitted to in February 2024



City of **HOBART**



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A MEETING OF THE OPEN PORTION OF THE COUNCIL WILL BE HELD IN THE COUNCIL CHAMBER, TOWN HALL ON MONDAY, 25 MAY 2026 AT 4.00PM.

**Michael Stretton
Chief Executive Officer**

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

ELECTED MEMBERS:

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

APOLOGIES:

LEAVE OF ABSENCE:

Nil.

1. ACKNOWLEDGEMENT OF COUNTRY

2. CONFIRMATION OF MINUTES

The Chairperson reports that she has perused the minutes of the meeting of the Open Portion of the Council meeting held on [Monday, 27 April 2026](#), finds them to be a true record and recommends that they be taken as read and signed as a correct record.

3. TRANSFER OF AGENDA ITEMS

Are there any items, which the meeting believes, should be transferred from this agenda to the closed agenda or from the closed agenda to the open agenda, in accordance with the procedures allowed under Section 17 of the *Local Government (Meeting Procedures) Regulations 2025*?

4. COMMUNICATION FROM THE CHAIRPERSON

5. NOTIFICATION OF COUNCIL WORKSHOPS

In accordance with the requirements of the *Local Government (Meeting Procedures) Regulations 2025*, the Chief Executive Officer reports that the following workshops have been conducted since the last ordinary meeting of the Council.

Date: 11 May 2026
Purpose: Presentation – Wildfire House Loss Hazard Mapping | RACT Community Bushfire Resilience Project | Mid-term Review of the City of Hobart Rating and Valuation Strategy 2024-28

Attendance:

Lord Mayor Councillor A M Reynolds, Deputy Lord Mayor Councillor Dr Z E Sherlock, Alderman M Zucco, Councillor's W F Harvey, M S C Dutta, J F Kelly, Alderman L A Bloomfield, Councillor's R J Posselt, B Lohberger and G H Kitsos

Apologies:

Nil.

Leave of Absence:

Nil.

Date: 18 May 2026
Purpose: New Town Area Briefing | Transforming Collins Street Trial: Consideration of a Deferred Council Meeting Agenda Item | Project Update – Multi Sport Hub Expansion | Heritage Account Special Committee | Sandy Bay Bathing Pavilion – Future Development and Use | State and Federal Government Funding Analysis – Final Insights Report

Attendance:

Lord Mayor Councillor A M Reynolds, Deputy Lord Mayor Councillor Dr Z E Sherlock, Alderman M Zucco, Councillor's W F Harvey, M S C Dutta, J F Kelly, Alderman L A Bloomfield, Councillor's B Lohberger and G H Kitsos

Apologies:

Councillor R J Posselt

Leave of Absence:

Nil.

6. PUBLIC QUESTION TIME

Regulation 36,37 and 38 *Local Government (Meeting Procedures) Regulations 2025*.
File Ref: 16/119-001

6.1 Public Questions

7. CONSIDERATION OF SUPPLEMENTARY ITEMS

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

RECOMMENDATION

That the Council resolve to deal with any supplementary items not appearing on the agenda, as reported by the Chief Executive Officer in accordance with the provisions of the *Local Government (Meeting Procedures) Regulations 2025*.

8. INDICATIONS OF PECUNIARY AND CONFLICTS OF INTEREST

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

Elected Members are requested to indicate where they may have, or are likely to have, an interest in any item appearing on the agenda.

9. PETITIONS

OFFICER REPORTS

10. Hobart Bike Plan 2026
File Ref: F26/7550

Report of the Manager City Transport, the Senior Transport Planner and the Director Strategic and Regulatory Services of 20 May 2026 and attachment.

Delegation: Council

REPORT TITLE: HOBART BIKE PLAN 2026

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

1. Report Summary and Key Issue

- 1.1. The purpose of this report is to present the Hobart Bike Plan 2026 for the Council's endorsement.
- 1.2. The proposed Hobart Bike Plan 2026 ("bike plan") delivers on the following Hobart Transport Strategy 2024 action (A.46):

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.

- 1.3. The bike plan consolidates local, regional and state planning outcomes into one city-wide vision.

2. Recommendation

That:

- 1. The Council endorse the Hobart Bike Plan 2026 as the City's approach to creating a safe, connected and comfortable network of routes for cycling in Hobart.***
- 2. The Council notes that individual projects identified in the Hobart Bike Plan will be subject to further consideration and approval though the usual annual budgeting processes.***

3. Discussion and Background

- 3.1. Development of a bike plan for Hobart was a priority action (Action 46) 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) and North Hobart (endorsed 26 May 2025) as well as work to date on the Mount Nelson and Sandy Bay Neighbourhood Plan
 - 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 bike plan brings all the cycling outcomes from these strategies, plans and documents together into one place. This enables:
- a single source of truth for officers and the community to look to clarity for project development (renewals, capital planning and grant applications); and
 - logical routes that provide connectivity across neighbourhoods.
- 3.8. The bike plan confirms the function of each route in a city-wide bike network. While this plan does not define the future form of each corridor, project development will prioritise safety, comfort and connectivity for all ages and abilities, for which the Tasmanian Government's *Cycling Infrastructure Design Guide (2024)* is an important reference.
- 3.9. The 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. Cross-network consultation has influenced the preparation of the bike plan due to the organisational implications of this approach. Consultation has occurred and remains 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
- 3.11. On 16 March 2026, the City Transport unit presented the bike plan to the Hobart Workshop Committee. The following feedback was taken on board regarding:
- *Intended document audience*: language has been strengthened to clarify the bike plan's role as defining an aspirational long-term network rather than a map intended for current trip planning.

- *Project implementation and prioritisation:* indicative projects across primary, secondary and neighbourhood routes are identified under each of the six delivery approaches (3.9 above). These represent the first priorities for delivery, with improvements hoped to be completed over the next five years (by 2030/31). This approach reflects the City's existing organisational capacity and annual capital expenditure process, where projects compete across service areas and are increasingly influenced by renewal priorities, noting there is no dedicated mandate or annual funding allocation for cycling infrastructure.
- *Optimising spending:* A question was raised on whether it is better to focus on the primary routes or on neighbourhood routes. While calming neighbourhood streets is important for network coverage and connectivity, upgrades to primary and secondary routes that reduce traffic stress typically lead to bigger increases in cycling. Reducing exposure to traffic is the main reason people say they would start cycling or cycle more (Greater Hobart Household Travel Survey 2025) and improving these routes can attract more people and a wider mix of riders. For this reason, City Transport officers see greater value in improving a smaller number of key routes over the next five years rather than delivering a larger number of neighbourhood projects and recommend a balanced program of works as above.
- *Indicative costs overall:* delivering the 20 priority projects over the next five years is estimated to cost around \$10-\$15 million, a substantial portion of which is for projects that are already endorsed by the Council. This cost will likely be reduced through external grant funding. These projects will improve cycling safety and connections while also benefiting other users of the transport network. This list should not be considered complete or inflexible as additional projects may be delivered in this timeframe, especially if there is opportunity to align with the City's internal, or an external agency's, asset renewal. Any projects will be subject to separate consideration and approval as part of the usual budgeting processes.
- *Costs for individual projects:* Reference is made to page 38 of the bike plan which indicates the source of earlier Council endorsements for projects, confirming that the bike plan consolidates an existing network rather than creating a substantial new network. This table also identifies circumstances when projects may be eligible for grants and / or can be incorporated into planned renewals, both of which are expected to minimise the cost for those projects. A broad investment level is provided for each project. Without further community engagement and design, it is not possible to provide any greater certainty for the anticipated costs. All projects would be separately approved through the usual budgeting processes.

- *Relation to endorsed work:* to improve transparency and currency, an online companion map has been developed, identifying the source and status of each route (existing, in development or proposed within an endorsed plan).
- *Document usability and clarity:* updates have been made throughout, including to the print layout and bike network map colour scheme, to improve readability and accessibility.

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.

5. Strategic Planning and Policy Considerations

- 5.1. The 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 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

5.4. The 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. City Transport submitted the following projects for consideration in the 2026-27 budget, which will be considered by the Council in June 2026. These support a safer, more comfortable and better-connected bike network but do not represent additional costs from the bike plan nor do they benefit cycling only. These projects represent broader multi-modal improvements within the capital program.

- Burnett Street active transport connection (\$236,000 for construction – aligned with programmed (\$114,000) renewals and \$350,000 state VRUP grant)
- Cascade Road improved crossings (\$20,000 for design – aligned with planned renewals)
- Davies Avenue Pedestrian Crossing – City to Gardens Way (\$200,000 for construction)
- Mount Nelson LAMP intersection upgrades (\$50,000 for design)
- Romilly and Waterworks Road pedestrian traffic calming (\$20,000 for design).

6.1.2. Having the bike plan in place will inform the City Transport unit's submissions for future capital works program and external funding applications.

6.1.3. The approval of any projects identified in the bike plan will be subject to the usual approval processes in the annual capital and operational budget.

6.1.4. A rolling program of simple treatments (such as small-scale 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 are no FTE implications arising from this report.

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 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 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 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 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:
- 2040 Climate Ready Hobart (endorsed September 2024)
 - Three Neighbourhood (Structure) Plans for the Central City (endorsed 25 September 2023), North Hobart (endorsed 26 May 2025) and the work done to date on the Mount Nelson and Sandy Bay Neighbourhood Plan
 - 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 with stakeholders of:
- 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 individual projects to deliver on 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 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.



Daniel Verdouw
MANAGER CITY TRANSPORT




Allison Blazosky
SENIOR TRANSPORT PLANNER



Karen Abey
**DIRECTOR STRATEGIC AND
REGULATORY SERVICES**

Date: 20 May 2026
File Reference: F26/7550

Attachment A: Hobart Bike Plan for endorsement (Supporting information) 

11. RACT Community Bushfire Resilience Project
File Ref: F26/25899

Report of the Manager Community Programs, the Manager Open Space and the Director Community and Economic Development of 20 May 2026 and attachment.

Delegation: Council

REPORT TITLE: RACT COMMUNITY BUSHFIRE RESILIENCE PROJECT**REPORT PROVIDED BY:** Manager Community Programs
Manager Open Space
Director Community and Economic Development**1. Report Summary and Key Issue**

- 1.1. This report is seeking Council's endorsement to enter into a partnership with the Royal Automobile Club of Tasmania (RACT) and Kingborough Council to deliver a community focused bushfire resilience research project.
- 1.2. The project aims to strengthen bushfire preparedness in high-risk communities by delivering a two (2) year program that combines community engagement, individual property assessments, incentives for preparedness, advanced risk data, and collaborations with researchers, local government, and insurers.
- 1.3. It focuses on testing what motivates household action, improving risk ratings, informing risk-based insurance pricing, and contributing to local, national, and international fire resilience research.
- 1.4. Staff from RACT delivered a presentation to the Hobart Workshop Committee on 11 May 2025 detailing the project and answering questions regarding the proposal.
- 1.5. The project would include contributions from RACT the City of Hobart and Kingborough Council over the two (2) years of the project.
 - 1.5.1. The City of Hobart's contribution would be \$350,000 over the two (2) years of the project.
- 1.6. The RACT is also intending to apply for funding through the Australian Government's Disaster Ready Fund, which has the capacity to greatly expand the reach and impact of the project within the community.
 - 1.6.1. If successful with this grant application the project would be extended to three (3) years.
 - 1.6.2. A further report would be provided detailing the City's support for the third year.
- 1.7. The pilot project aligns strongly with the City of Hobart Bushfire Management Strategy 2022 and builds on the learnings from the Sparking Conversations, Igniting Action Bushfire Resilience Project.

- 1.8. The City would enter into a Memorandum of Understanding (MoU) with the RACT and Kingborough Council, in order to deliver the project.

2. Recommendation

That the Council endorse entering into a partnership with the Royal Automobile Council of Tasmania (RACT) and the Kingborough Council to deliver a Community Bushfire Resilience Project over the 2026/27 and 2027/28 financial years.

3. Discussion and Background

- 3.1. City of Hobart staff have been in discussion with RACT and Kingborough Council staff on the development of a two (2) year community focused bushfire resilience research project since December 2025.
- 3.2. The innovative project will combine community engagement, property-level assessments, preparedness incentives, advanced risk data, in collaboration with university researchers, local government, and insurers.
- 3.3. It will strengthen community preparedness, test practical mitigation measures, and generate evidence to inform future bushfire risk reduction work.
- 3.4. The pilot project aligns strongly with the City of Hobart Bushfire Management Strategy 2022.
 - 3.4.1. The project particularly supports the delivery of actions relating to community awareness, resident support, verge management, staff capability, research partnerships, new technology, and collaboration.
- 3.5. It builds on the highly successful federally funded 'Sparking Conversations, Igniting Action' community bushfire resilience project that the City undertook with Glenorchy, Clarence City and Kingborough Councils from 2022-2024.
- 3.6. It also builds on a new RACT/UTAS Fire Centre partnership which was established in December 2025 in order to translate fire research into actionable tools, advice, and strategies to reduce house and community vulnerability to bushfires.
- 3.7. The specific items that the City is proposing to contribute to the project are itemised in **Attachment A** to this report.
- 3.8. The RACT bushfire resilience pilot project would run over two (2) financial years – 2026-27 and 2027-28.

- 3.9. It would include individual risk assessments of 100 to 120 of the most high-risk households within bushfire prone areas across the two (2) local government areas, with 800 to 1200 control households.
 - 3.9.1. The exact number of households within each local government area is yet to be determined and will be based on the comparative data required to complete the research.
- 3.10. The project is intended to test what motivates household action, improve risk ratings, inform risk-based insurance pricing, and contribute to broader fire resilience research through the University of Tasmania (UTAS) and partner organisations. The pilot project will be scientifically designed and independently evaluated using rigorous monitoring and evaluation frameworks.
- 3.11. The pilot project would produce validated property risk assessments, tested mitigation treatments, high-resolution data products, evidence on communication and behaviour change, policy and messaging material for stakeholders, and research outputs. If successful, the approach could be scaled to other parts of Hobart.
- 3.12. Benefits of this project to the City of Hobart include strengthening incident preparedness in high-risk communities, improving the understanding of effective mitigation actions, building social cohesion and community resilience, as well as supporting a more targeted, evidence-based approach to bushfire risk management.
- 3.13. The project positions the City of Hobart as a leader in practical bushfire resilience and would contribute to local, national, and international fire resilience research.
 - 3.13.1. Over time, this would support stronger community confidence, better risk communication, and improved recognition of mitigation work in policy and insurance settings.
- 3.14. The project also aligns with the City's new Resilient Hobart program, which has a focus on community and social resilience in order to prepare for and bounce back from natural incidents such as bushfire and flood.
- 3.15. As part of this project Council officers are investigating mechanisms to encourage, support and reward residents to make practical changes to their properties in order to mitigate bushfire related risk.
- 3.16. Initiatives that have been implemented by local government authorities elsewhere in Australia, such as the rebates that Ku-ring-gai Council in New South Wales provides as part of their Climate Wise Communities work are also being considered.
 - 3.16.1. Support could include vouchers, grants, rates rebates, assistance with green waste removal, covering the costs of expert advice and technical assistance.

- 3.16.2. Any decision to offer rate rebates or other financial incentives to local households that implement bushfire mitigation initiatives to their properties as part of this project, or otherwise, would be made by the Council following preparation of a further report.
- 3.17. The RACT would be encouraging participation from its members through the possible reduction in insurance premiums for residents who make bushfire risk mitigation changes. However, the pilot sites will include all properties in that location and will not be constrained to RACT members.
- 3.18. While the RACT is committed to implementing the project at its current scale and within the current local government areas, RACT staff are preparing a funding application for round four of the Australian Government's Disaster Ready Fund (DRF).
 - 3.18.1. If successful in securing the additional funding, the project has the capacity to greatly expand reach and community impact from 120 households to 400 across Hobart and other local government areas.
- 3.19. The City has the internal knowledge and staff expertise to contribute meaningfully to the pilot project, involving staff from the Fire and Biodiversity, Community Programs, City Resilience, and McRobies Waste Management teams.
- 3.20. Fire and Biodiversity staff would lead much of the delivery, including project liaison, property assessments, verge and vegetation coordination, operational support, and reporting and governance.
- 3.21. With the above in mind, the Council's contribution to the pilot project cannot be secured within current resourcing levels.
- 3.22. To meet the expected workload, additional operational funding would be required for a full-time Bushfire Mitigation Officer in year one (1) and year two (2) to support delivery, assessments, operational coordination, and Fire Hazard Abatement work.
 - 3.22.1. The role would be embedded in Fire and Biodiversity Team, filled internally using current expertise, with the substantive role backfilled.
- 3.23. In year two (2), additional funds would be required for vegetation management and verge works associated with delivery of the pilot.
 - 3.23.1. This would support the practical mitigation works needed to complete the pilot and test the approach at scale. Detailed costings are still being developed.

- 3.24. Based on discussion with RACT and review of the draft Memorandum of Understanding, the direct financial contribution required from the City of Hobart to participate in the pilot is estimated at \$100,000 in year one (1) and \$250,000 in year two (2).
- 3.25. Year one (1) funding primarily reflects the cost of a full time Bushfire Mitigation Officer to support delivery of the pilot, including property assessments, resident engagement, operational coordination and liaison with project partners.
- 3.26. Year two (2) funding includes continuation of the Bushfire Mitigation Officer role, along with additional allowance for on ground vegetation management and verge works required to implement and test practical mitigation treatments as part of the pilot.
- 3.27. These figures represent the City's direct financial contribution only and sit alongside additional in-kind support from existing City teams.
- 3.28. The financial contributions of RACT and Kingborough Council are not detailed in this report due to confidentiality requirements.

4. Legal, Risk and Legislative Considerations

- 4.1. The RACT is Tasmania's largest mutual organisation and is owned by over 223,000 members, within over 70% of Tasmanian households.
- 4.2. The City would enter into a Memorandum of Understanding (MoU) with the RACT and Kingborough Council in order to deliver the project.

5. Strategic Planning and Policy Considerations

- 5.1. Discussions about this project between the City of Hobart, RACT and Kingborough Council have been taking place since late 2025.
- 5.2. Discussions involved senior management from relevant Council departments and have identified the key strategic direction and alignment and operational components of the proposed project.
- 5.3. As well as strongly aligning with City of Hobart Bushfire Management Strategy 2022, as previously identified with in this report, this project aligns with the following Capital City Strategic Plan outcomes.

OUTCOME 6.4

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

- 6.4.2 *Build climate resilience by increasing community understanding on managing risks and vulnerabilities to climate-related hazards, such as extreme weather events, floods and bushfires.*

6.4.3 6.4.6 *Actively map, manage and monitor climate-related risks such as flood and bushfire in collaboration with the community and emergency services.*

6. Financial Viability

6.1. Financial Considerations:

	2025-26	2026-27	2027-28	2028-29
	\$'000	\$'000	\$'000	\$'000
Revenue				
Existing Revenue				
Additional Revenue				
Total Revenue				
Expenditure	0	100	250	0
Operating				
Capital				
Total Expenditure		100	250	
Net Cost		100	250	

FTE Impact

	2025-26	2026-27	2027-28	2028-29
Change in FTE	0	1	1	0

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. An additional dedicated resource would be required to support delivery of the project across 2026/27 and 2027/28.
- 6.1.2. The funding for the 2026/27 has been included in the draft operational budget.
- 6.1.3. It is anticipated that an existing Fire and Biodiversity staff member would be allocated to this project and a new resource engaged to backfill their role.

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:

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

Partner with key stakeholders to deliver initiatives that support the needs of our wider community and strengthen our local economy as a small island state capital city.

1.5 Partner and deliver programs that are inclusive, foster well-being and enhance quality aspects of city life, including short-term tactical interventions to improve public amenity

1.6 Partner with government and business to develop programs that support local inventiveness and innovation

6.3. Economic Impact:

6.3.1. A range of economic benefits would be created because of this project.

6.3.2. While these benefits have not yet estimated, they would be delivered through several mechanisms, not limited to: potential reductions in building insurance premiums, improved property values, and additional local spending stemming from improved consumer and household welfare.

6.3.3. RACT estimates that the return on investment for the Pilot would be at least 5:1.

6.4. Consultants

6.4.1. The RACT are directly engaging with the UTas Fire Centre as part of this project. It is not anticipated that there would not be any consultants engaged directly by the City of Hobart in the delivery of this project.

7. Climate and Sustainability Considerations

7.1. This project aligns with the Priority 8 'Disaster prepared and recovery ready' within the Climate Ready Hobart Strategy action.

Plan for long-term recovery with a view to social and economic wellbeing.

8. Community and Business Engagement and Collaboration

8.1. The project would involve extensive community engagement and collaboration, with an engagement plan and communication and marketing plans to be developed in collaboration with project partners.

9. Innovation and Continuous Improvement

9.1. This project would be delivered in line with the Memorandum of Understanding that details all responsibilities and commitments for each of the partners.

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.



Kimbra Parker
MANAGER COMMUNITY PROGRAMS




Sean Black
MANAGER OPEN SPACE



Ben Artup
**DIRECTOR COMMUNITY AND
ECONOMIC DEVELOPMENT**

Date: 20 May 2026
File Reference: F26/25899

Attachment A: Proposed City of Hobart Contribution RACT Bushfire Resilience Project (Supporting information) 

12. Heritage Account Special Committee
File Ref: F26/22797

Report of the Director Strategic and Regulatory Services of 20 May 2026 and attachments.

Delegation: Council

REPORT TITLE: HERITAGE ACCOUNT SPECIAL COMMITTEE**REPORT PROVIDED BY:** Director Strategic and Regulatory Services**1. Report Summary and Key Issue**

- 1.1. This report proposes an amendment to the Terms of Reference for the Heritage Account Special Committee to allow:
 - 1.1.1. any grants approved but not dispersed from a previous grant round to be incorporated into a current grant round;
 - 1.1.2. the amount available for grants to be varied so that the full earnings are available for grants (while maintaining the real value of the funds in the heritage account);
 - 1.1.3. a reduction of three Elected Members on the Committee two; and
 - 1.1.4. other minor updates, including bringing the Committee governance processes into line with other committees.
- 1.2. The amendment to the Terms of Reference is supported by the Heritage Account Special Committee but requires Council approval.
- 1.3. An updated version of the Guidelines which describe the circumstances in which grants may be paid are also provided for endorsement. The most significant amendment to the Guidelines is an increase in the maximum grant available to an individual applicant is proposed to increase from \$10,000 to \$25,000. In addition, a further \$10,000 is proposed to be allowed for proposals of significant public interest, making the total possible grant for an individual proposal at \$35,000.
- 1.4. An update is provided to Elected Members on the current balance of the fund and the amount which could be available to the current ground round.

2. Recommendation

That:

1. ***The Terms of Reference for the Heritage Account Special Committee are updated to reflect the changes shown in Attachment A.***
2. ***The Guidelines for payments from the Heritage Account are updated and endorsed as shown in Attachment B.***
3. ***It is noted that these changes to the Terms of Reference will allow a total amount of \$221,083 to be available for the 2026 grant round.***

3. Discussion and Background

- 3.1. Council established a Heritage Account as required by the *National Trust Preservation Fund (Winding-Up) Act 1999* (the **Act**). Amounts transferred to the Heritage Account include the initial distribution from the National Trust Preservation Fund, together with interest accruing on the balance of the account. This comes from a long-term investment fund from the 1960's set up to preserve and restore historic buildings.
- 3.2. The Act requires that funds transferred into the Heritage Account be applied for the provision of financial or other assistance in relation to places in the City of Hobart that are:
 - 3.2.1. heritage listed under a planning scheme in effect in that city; or
 - 3.2.2. entered in the Tasmanian Heritage Register.
- 3.3. The Heritage Account Special Committee is a Special Committee of the Council established under section 24 of the *Local Government Act 1993*.
- 3.4. The primary objective of the Heritage Account Special Committee (the **Committee**) is to ensure that Council fulfils its responsibilities to administer the Heritage Account established by the Act. In addition, the Committee is responsible for:
 - 3.4.1. the administration and maintenance of the Heritage Account;
 - 3.4.2. the investment of funds in the Heritage Account; and
 - 3.4.3. the expenditure of funds in the Heritage Account.
- 3.5. The Committee is to ensure that any funds paid into the Heritage Account and any payments made from those funds are to be separately accounted for in the records required to be kept under the *Local Government Act 1993*.

Terms of Reference

- 3.6. The Committee operates under Terms of Reference which have been approved by the Council, a copy of which (including the proposed amendments in mark-up) is at **Attachment A**.
- 3.7. Recently, the Heritage Account has accumulated value due to high interest rates along with some grants that have not been taken up by successful applicants (for a variety of reasons). This means that the funds that would have been allocated to pay for those works remain in the Heritage Account. Rather than have the Heritage Account accumulate value, the Committee's view is that it would be preferable for those funds to be carried over to the following grant round.
- 3.8. The current grant allocation is set at \$60,000 every two years plus a biennial CPI adjustment.
- 3.9. The key proposed amendments to the Terms of Reference would introduce further flexibility, while still maintaining the real value of the Heritage Account:
 - 3.9.1. provide for a minimum grant program every two years of \$60,000;
 - 3.9.2. plus any other funds in the account, while maintaining the real value of the account.
- 3.10. This change would allow any undisbursed grant funds or higher than expected interest earnings to be incorporated into the following grant round.
- 3.11. The current balance of the Heritage Account as at 30 June 2025 is \$1,952,508.
- 3.12. If these changes are approved then the total grant funds available for the 2026 grant round would be \$221,083, which is \$140,553 higher than would be allowed under the current version of the Terms of Reference, which would be \$80,530 (including the CPI adjustment).

Guidelines

- 3.13. The Committee has developed, as required by the Terms of Reference, guidelines to assess and determine the suitability of applications made under the Heritage Grants program, which is available every two years. An updated version of the Guidelines is at **Attachment B**.

- 3.14. The substantive proposed changes to the Guidelines are:
 - 3.14.1. increase the maximum grant allocation to an individual applicant from \$10,000 to \$25,000, to reflect the significant increase in development costs in recent times; and
 - 3.14.2. to allow a further \$10,000 to be offered by way of grant for proposals of significant public benefit, allowing a total possible allocation to an applicant of \$35,000.

Membership

- 3.15. The current membership of the Committee is:
 - 3.15.1. the Lord Mayor;
 - 3.15.2. Alderman Bloomfield;
 - 3.15.3. the Senior Cultural Heritage Officer as the nominee of the Chief Executive Officer; and
 - 3.15.4. the Chief Financial Officer.
- 3.16. While the Terms of Reference currently allow another Elected Member to form part of the Committee, it has operated well with the current membership and noting that the total number of Elected Members in Hobart is expected to reduce from twelve to nine, it is considered by the Committee that it is appropriate to have two Elected Members on the Committee going forwards. The Terms of Reference of the Committee state that the Council shall at the first Council meeting following the Council elections, confirm the Elected Member membership of the Committee.

4. Legal, Risk and Legislative Considerations

- 4.1. The Council is obliged to maintain a Heritage Account under the *National Trust Preservation Fund (Winding-Up) Act 1999*. Currently, the Heritage Account Special Committee has oversight of the funds in that account, subject to the Terms of Reference and the Guidelines.

5. Strategic Planning and Policy Considerations

- 5.1. The proposals in this report are consistent with the strong theme in the Capital City Strategic Plan 2023 to support heritage within our City, particularly strategy 7.2.6.

6. Financial Viability

6.1. Financial Considerations:

6.1.1. The funds in the Heritage Account are maintained separately, as required by legislation. As such, the proposals in this report will not have any financial implications for the Council in terms of its general financial arrangements.

7. Community and Business Engagement and Collaboration

7.1. No engagement or collaboration with the community has been undertaken for this issue.

8. Innovation and Continuous Improvement

8.1. The proposed amendments to the Terms of Reference have been identified as a way to allow the efficient and effective distribution of funds in the Heritage Account as grants for the community.

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: 20 May 2026
File Reference: F26/22797

Attachment A: Amended Terms of Reference (Supporting information) 
Attachment B: Guidelines for Heritage Grants (Supporting information) 

13. Quarterly Financial Report - 31 March 2026
File Ref: F26/24565

Report of the Acting Director Corporate Services of 20 May 2026 and attachment.

Delegation: Council

REPORT TITLE: QUARTERLY FINANCIAL REPORT - 31 MARCH 2026**REPORT PROVIDED BY:** Acting Director Corporate Services**1. Report Summary and Key Issue**

The purpose of this report is to provide Council with the quarterly financial report as at 31 March 2026.

1.1. As at 31 March 2026:

1.2.1. the City is reporting a surplus of \$13.3 million when compared to the year-to-date budget for operating activities;

1.2.2. the full year operating budget is forecast to be a surplus of \$13.9 million;

1.2.3. the City had spent \$11.4 million, or 28.4 per cent of the full year Budget for capital activities, including plant and equipment

1.2. Operating Activities:

Category	Year to Date				Full Year			Forecast Full Year Result
	Budget (\$,000)	Actual (\$,000)	Variance (\$,000)	Variance %	Original Budget (\$,000)	Revised (Approved) Budget (\$,000)	Revised (Pending) Budget (\$,000)	
Revenue								
Rates and Charges	96,651	98,317	1,666	1.7	120,034	120,034	0	120,034
Fire Levy Commission	314	314	0	0.0	629	629	0	629
Fines	6,552	4,497	(2,055)	(31.4)	8,735	8,735	0	6,235
Fees and Charges - Car Parks	11,371	11,654	283	2.5	15,162	15,162	0	15,662
Fees and Charges - On Street Parking	6,290	5,833	(457)	(7.3)	8,387	8,387	0	7,787
Other Fees and Charges	16,459	14,286	(2,174)	(13.2)	19,220	21,463	0	21,463
Operating Grants	2,270	2,501	231	10.2	3,754	4,286	0	4,286
Interest	2,131	3,549	1,418	66.5	2,842	2,842	0	4,792
Rents	2,928	3,062	134	4.6	3,548	3,576	0	3,576
Tas Water Distributions	1,792	1,792	0	0.0	2,606	2,824	0	2,824
Total Revenue	146,758	145,805	(953)	(0.6)	184,916	187,938	0	187,288
Expenditure								
Labour	61,846	57,623	4,223	6.8	79,929	80,443	21	75,022
Materials and Services	34,388	29,462	4,926	14.3	44,197	45,216	(21)	43,195
Energy Costs	1,845	1,724	121	6.5	2,457	2,457	0	2,457
Finance Costs	679	640	39	5.8	1,256	1,256	0	1,256
Fire Levy	7,859	7,859	0	0.0	15,719	15,719	0	15,719
Depreciation	24,914	21,437	3,477	14.0	33,219	33,219	0	29,162
Asset Write-offs	1,125	444	681	60.5	1,500	1,500	0	1,500
Bad Debts	0	0	0	88.5	401	401	0	401
Other Expenses	3,946	3,122	825	20.9	5,246	4,926	0	4,726
Total Expenditure	136,604	122,311	14,292	10.5	183,923	185,136	(0)	173,437
Underlying Result	10,155	23,494	13,339	131.4	994	2,802	0	13,851

1.3 Operating Year-to-date Variations:

1.3.1. As at 31 March 2026, Revenue is \$953,000 below budget. This is primarily due to:

1.3.1.1. Other Fees and Charges is \$2.2 million below budget, predominately related to landfill fees being lower than anticipated;

1.3.1.2. Fines is \$2.1 million below budget; and

1.3.1.3 Fees and Charges – On Street Parking is \$457,000 below budget.

1.3.1.4. The unfavourable variances are offset by favourable variances of \$1.7 million in Rates and Charges and \$1.4 million in Interest.

1.3.2. As at 31 March 2026, Expenditure is \$14.3 million below budget. This is primarily due to:

1.3.2.1. \$4.9 million in Materials and Services, predominately related to lower contractor payments;

1.3.2.2. \$4.2 million in Labour expenditure reflecting vacancies across the organisation;

1.3.2.3. \$3.5 million in Depreciation, as a result of delaying the Stormwater revaluation from 2024-25 to 2025-26; and

1.3.2.4. \$825,000 in Other Expenses which is a timing issue related to grant payments.

1.4 Operating Variation Requests:

1.4.1. The following amendments to the 2025-26 Budget Estimates are proposed:

Entry No.	Category	Net Amount	Transfer From	Transfer To	Reason
1.	Operational Expenditure Increase	\$21,000	Materials and Services	Labour	Budget transfer to reflect permanent positional changes in accordance with the Enterprise Agreement

1.5 Capital Activities:

1.5.1. Revenue and expenditure amendments:

Capital Category	Budget	Year to Date			Original Budget	Full Year Revised (Approved) Budget	Revised (Pending) Budget
		Actual	Variance	Variance			
	\$'000	\$'000	\$'000	%	\$'000	\$'000	\$'000
Expenditure	22,359	11,433	10,925	48.9	36,786	40,253	104
Revenue	(5,651)	(4,928)	(723)	12.8	(15,485)	(19,347)	(104)

1.5.2. Capital expenditure amendments by category:

Capital Category	Budget	Year to Date			Original Budget	Full Year Revised (Approved) Budget	Revised (Pending) Budget
		Actual	Variance	Variance			
	\$'000	\$'000	\$'000	%	\$'000	\$'000	\$'000
New Assets	2,405	1,990	415	17.3	16,394	17,087	282
Renewal Assets	14,053	6,286	7,767	55.3	14,636	15,712	(345)
Upgrade Assets	3,860	2,098	1,762	45.6	2,255	3,954	167
Expensed	0	303	(303)	100.0	0	0	0
Plant and Equipment	2,042	757	1,285	62.9	3,500	3,500	0
Total	22,359	11,433	10,925	48.9	36,786	40,253	104

Note: The values associated with the capital categories table are expenditure only

1.5.3. As at 31 March 2026, the Capital Works Program expenditure of \$11.4 million was \$10.9 million below the year-to-date budget.

1.5.4. At the end of the March 2026 quarter, 28.4 per cent of the total capital budget of \$40.3 million has been spent.

1.6. Capital Variation Requests

1.6.1. The proposed capital variation requests (Attachment A) increase the total budgeted revenue and expenditure by \$104,000.

1.6.2. Attachment A details the variation requests and the reason for the proposed adjustments.

1.7. Loans and Investments:

1.7.1. As at 31 March 2026, the City had:

- 1.7.1.1. Four loans with an outstanding balance of \$33.5 million;
- 1.7.1.2. 24 term deposit investments, with the total invested being \$72 million; and
- 1.7.1.3. \$52.3 million in cash, in addition to the investments, which includes \$2 million in the Heritage Account.

2. Recommendation**That:**

- 1. The Quarterly Financial Report for the period ending 31 March 2026 be noted; and**
- 2. The proposed operational and capital variation requests to the 2025-26 Budget Estimates be approved:**

(i) Operational Variations:

Entry No.	Category	Net Amount	Transfer From	Transfer To	Reason
1	Operational Expenditure Increase	\$21,000	Materials and Services	Labour	Budget transfer to reflect permanent positional changes in accordance with the Enterprise Agreement

(ii) Capital Variations:

Entry No.	Category	Net Amount	Transfer From	Transfer To	Reason
1	Capital Transfer	\$0	Domain Athletic Centre Track Replacement - (\$50,000)	Program Contingency FY25/26 - \$50,000	This variation covers the project expected to be under budget.
2	Capital Transfer	\$0	Program Contingency FY25/26 - (\$60,000)	Brooker Highway Stormwater Main - DP24202 - \$60,000	This variation covers the additional budget required to proceed with the contract awarded for the new preferred tenderer after a retender process.
3	Capital Transfer	\$0	Program Contingency FY25/26 - (\$115,000)	Stormwater Relining Program - \$115,000	This variation covers the additional budget required to proceed with the contract awarded for the preferred tenderer for both Elizabeth and Murray Street locations.
4	Capital Transfer	\$0	Elizabeth St - Macquarie to Davey - Overlay - (\$77,838)	Program Contingency FY25/26 - \$77,838	This variation covers a reduction to the budget following a competitive tender process.
5	Capital Transfer	\$0	Program Contingency FY25/26 - (\$39,628)	DKHAC - Ceiling Insulation and Moisture Barrier - \$39,628	This variation covers additional funding required due to project timeline surpassing the original expected duration.
6	Capital Transfer	\$0	Program Contingency FY25/26 - (\$180,000)	Wellesley Park Fencing Project - \$180,000	This variation covers the Council approval to fund Stage 1 of the new fully fenced off-lead dog park at Lower Wellesley Park in 2025-26, moved forward from the 2026-27 Priority 1 list.
7	Capital Transfer	\$0	Program Contingency FY25/26 - (\$102,347)	DKHAC Tile 50m concourse - \$102,347	The variation covers the additional cost to allow the remainder of stages 8 and 9 to be completed and therefore completing the entire project.

8	Capital Transfer	\$0	DKHAC - Rectification Critical Roofing Works & Design – (\$244,903)	Program Contingency FY25/26 - \$244,903	This variation request the remaining budget being returned to the contingency fund as this project is completed.
9	Capital Transfer	\$0	Program Contingency FY25/26 – (\$82,098)	Parks Playground Equipment Renewal FY25-26 - \$82,098	This variation requests additional funding required to provide accessible play equipment, accessible rubber soft fall and minor landscaping to an area of the Long Beach Reserve.
10	Grant Funding Increase	\$103,520		Marlyn Rd Bridge	Additional revenue from the Australian Government grant carried forward that was not included at the original Budget Estimates.
10	Capital Expenditure Increase	\$103,520		Marlyn Rd Bridge	In line with additional grant revenue increase from the Australian Government.
11	Capital Transfer	\$0	Program Contingency FY25/26 – (\$250,799)	Strickland Ave - Old Farm to Huon - Reseal Prep - \$250,799	This variation covers project cost increases due to changes in scope. Road pavement had deteriorated more significantly than anticipated at the time of project design.
12	Capital Transfer	\$0	Program Contingency FY25/26 – (\$249,000)	Elizabeth Street 325 stormwater relining - \$249,000	This variation covers the additional cost of the project, following a new open tender process and preferred provider selected.
13	Capital Transfer	\$0	Waterworks Rd 121 Retaining Wall – (\$320,000)	Program Contingency FY25/26 - \$320,000	This variation returns funds to contingency due to on-site works scheduled to commence in 2026-27.

3. Legal, Risk and Legislative Considerations

4.1 There are no Legal, Risk or Legislative considerations in regard to this report.

4. Strategic Planning and Policy Considerations

5.1 Pillar 8 – Governance and Civic Involvement:

5.1.1. 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. Financial Viability

5.1. Financial Considerations:

	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
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.

5.1.1. The quarterly financials, as at 31 December 2025 are presented in Section 1 – Report Summary and Key Issues.

5.2. City Economy Strategy:

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

5.2.1.1. Strategic Pillar 3 – Position Hobart as an enviable place to visit, live and do business.

5.3. Economic Impact:

5.3.1. There are no economic impact matters regarding this report.

5.4. Consultants

5.4.1. No consultants were engaged in relation to this report.

6. Climate and Sustainability Considerations

6.1. There are no climate and sustainability considerations in relation to this report.


7. Community and Business Engagement and Collaboration

7.1. No community or business engagement is required from this report as it is providing an update on the financial performance as at 31 December 2025.

8. Innovation and Continuous Improvement

8.1. This report is only providing an update to Council on the financial performance of the City as at 31 December 2025.

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.



Michelle Wickham
**ACTING DIRECTOR CORPORATE
SERVICES**

Date: 20 May 2026
File Reference: F26/24565

Attachment A: Capital Works Variations - March 2026 (Supporting information)



14. Establishment of a City of Hobart Charitable Trust
File Ref: F26/26870

Report of the Chief Executive Officer of 20 May 2026 and attachments.

Delegation: Council

REPORT TITLE: ESTABLISHMENT OF A CITY OF HOBART CHARITABLE TRUST**REPORT PROVIDED BY:** Chief Executive Officer**1. Report Summary and Key Issue**

- 1.1. This report is proposing that the Council endorse the City of Hobart Charitable Trust Deed and Constitution to establish a trustee company with Council oversight and to subsequently wind up the Trees for the Future Trust due to its inability to obtain DGR status.
- 1.2. The report outlines the governance, structure, and operational framework of the proposed City of Hobart Charitable Trust and the winding up of the existing Trees for the Future Trust.

2. Recommendation***That the Council:***

1. ***Endorse the draft City of Hobart Charitable Trust Deed and Constitution.***
2. ***Progress the company registration and nominate Michael Stretton, Chief Executive Office and Michelle Wickham, Chief Financial Officer as the initial Directors, with Michael Stretton to also perform as the initial Company Secretary.***
3. ***Undertake an application process to nominate a responsible person external to the Council as the Council's nominee, with a further report to be provided to the Council to decide upon the selected nominee; and***
4. ***Request the Chief Executive Officer to undertake the process to wind-up the Trees for the Future Trust through consultation with the major contributors.***

3. Discussion and Background

- 3.1. On 11 August 2025, Council workshopped the Trees for the Future Trust. The Trust was established in August 2022 and launched under the 'Our City Canopy' branding. Council is the sole trustee and one of two beneficiaries; the other is Greening Australia.
- 3.2. Donations can be made by credit card via the Our City Canopy website with funds to support the City of Hobart's tree-planting program, however, donations are not tax deductible.

- 3.3. Beyond an initial generous donation, the Trust has attracted limited further support. The absence of Deductible Gift Recipient (DGR) status is considered a key disincentive for people to donate.
- 3.4. The Trust cannot obtain DGR status because the City of Hobart is a beneficiary. Significant future donations are therefore unlikely without changes that improve donor appeal.
- 3.5. The Council has previously requested officers to investigate and report on the feasibility and implications of broadening the Trees for the Future Trust to a Lord Mayor's Charitable Foundation (or similar) and this investigation is outlined in this report.

City of Hobart Charitable Trust and City of Hobart Charity Ltd

- 3.6. Local government based philanthropic organisations are successful in other capital cities in Australia, in part, because they enable people to make donations to fund works across a wider range of areas that impact their respective cities. Council officers have specifically focused on investigating the successful Brisbane Lord Mayor's Charitable Trust.
- 3.7. Officers reviewed the alternative arrangements provided by the Brisbane Lord Mayor's Charitable Trust as a strong model because it provides Council oversight supported by an independent, skills-based board.
- 3.8. Officers have worked with a specialist solicitor to prepare a draft Trust Deed (Attachment A) and Constitution (Attachment B) for the formation of the City of Hobart Charitable Trust ("the Charitable Trust"), which are summarised below.

Purpose

- 3.9. The Charitable Trust would raise and manage funds for charitable and community initiatives benefiting Hobart, including environmental conservation and greening, support for people in need, health and welfare, sport and recreation, arts and culture, and other charitable purposes.
- 3.10. The Charitable Trust would complement City efforts by enabling public fundraising and philanthropic partnerships to enhance community outcomes.
- 3.11. The Charitable Trust would be structured to obtain Deductible Gift Recipient (DGR) status so donations are tax deductible, using a Public Ancillary Fund (PAF) model.

- 3.12. In order to achieve its DGR status, the Trust would be restricted to investing and distributing funds to eligible charitable entities, in compliance with taxation and charity regulations. According to the PAF rules, grants can only be made to organisations that themselves are DGR-endorsed charities. This means the Trustee will typically fund registered charities or deductible gift funds that carry out projects in line with the Trust's objectives. Direct charity work by the Trust or grants to individuals/non-DGR groups are not allowed under this structure.
- 3.13. There are many charitable entities that operate in Hobart that the Trust would be able to work with to deliver upon its demonstrated strategic needs. In collaboration with the Council, the Trust will need to develop a robust policy framework which clearly identifies the areas in which it is specifically seeking to address for the City, so that funding is directed into the most appropriate programs and initiatives.

Structure

- 3.14. The Charitable Trust would be managed through a corporate trustee rather than directly by Council. City of Hobart Charity Limited (the 'Trustee Company') would be established solely to act as Trustee. It would be a company limited by guarantee and legally separate from Council, with Hobart City Council as its sole member.
- 3.15. The Trustee Company's Constitution mirrors the Trust Deed to align governance and purpose.
- 3.16. The Trust sets the charitable purpose and holds funds; the Trustee Company holds legal title to assets and implements decisions. This keeps the Trust separate from the Council (with its own ABN and registrations), protecting Council from liabilities while enabling flexible charitable operations.

Governance Structure and Council's Role

- 3.17. The Council would retain oversight without day-to-day involvement. As sole member of City of Hobart Charity Ltd, Council would make key decisions through the company's general meetings.
- 3.18. Key powers reserved to the member (Council) include:
- *Appointing or removing directors* – enabling Council to influence who governs the Trust.
 - *Amending the Trustee Company Constitution* – changes require Council approval.
 - *Changing the Trustee* – a protection provided in the Trust Deed.
 - *Major decisions via general meetings* – approval of key resolutions and changes.

- 3.19. These reserved powers help keep the Trust aligned with Council’s strategic objectives and public expectations, while leaving operational decisions to the Trustee.
- 3.20. The model balances independence in decision-making with public accountability.
- 3.21. It’s worth noting that Council’s role is exercised collectively (through Council decisions) rather than by any single individual. The Lord Mayor, however, was envisaged to have a ceremonial role at the inception – for example, the Trust Deed designates a nominal “Founder” (settlor) of the Trust, intended to be the Lord Mayor at the time of establishment. This symbolic role underscores the Council’s sponsorship of the Trust’s creation, even though operational control is handed off to the trustee company.

Trustee Company Board of Directors

- 3.22. City of Hobart Charity Ltd would be governed by a Board of at least three directors, with a majority being “Responsible Persons” under charity law (people with recognised standing and responsibility in the community).
- 3.23. This is standard for Public Ancillary Funds and supports public confidence and ATO requirements. Council may appoint directors, but most should be independent. The draft constitution proposes Chief Executive Officer (CEO) and Chief Financial Officer (CFO) directors plus at least one external responsible person.
- 3.24. The Board (not Council) would manage the Trust and must act in the Trust’s best interests and comply with the *Corporations Act 2001* and ACNC requirements.
- 3.25. The table below summarises key governance roles:

Role	Key Governance Roles & Responsibilities
Hobart City Council	<i>Settlor and oversight body</i> – establishes the Trust and, as sole member of the trustee company, appoints/removes directors, approves constitutional changes, and approves major decisions. Provides strategic oversight and public accountability.
City of Hobart Charity Ltd (Trustee Company)	<i>Corporate trustee</i> – holds legal title to assets, manages donations/investments, and administers the Trust under the Trust Deed and Constitution. Reports as required to ACNC/ATO and to Council (as member). No profits may be distributed to Council.
Board of Directors	<i>Governing management</i> – at least three directors (majority independent responsible persons) who govern the trustee and

Role	Key Governance Roles & Responsibilities
(of the Trustee Company)	oversee fundraising, grants to eligible DGR charities, financial reporting, audits and compliance. Directors must act with care and avoid conflicts or personal benefit.

Trustee Responsibilities and Operational Framework

3.26. The Trustee (City of Hobart Charity Ltd) has core legal responsibilities defined by the Trust Deed and trust law. In summary, the Trustee must administer the Trust solely for its charitable purposes and in the interest of its beneficiaries (the Hobart community, through the charitable projects funded). Key Trustee responsibilities include:

- *Managing Trust funds:* maintain separate accounts and records, manage funds prudently, and invest or spend only as permitted by the Trust Deed.
- *Grant-making and distributions:* assess and approve grants to eligible DGR-endorsed charities for projects aligned to the Trust's objectives and meet minimum annual distribution requirements.
- *Compliance and reporting:* meet ACNC, ATO (PAF) and Corporations Act obligations, including reporting and audits.
 - *ACNC:* comply with governance standards and lodge annual statements and required financial reports.
 - *Audit:* obtain annual independent audits of the Trust's financial statements.
 - *ATO (PAF):* comply with PAF guidelines (including minimum distributions and investment requirements) to maintain DGR status.
 - *Corporate:* meet Corporations Act requirements (meetings, registers and reporting) and apply all income and assets to the charitable purpose.
- *Policies and Risk:* The Trustee's board will establish policies for how the Trust operates – for example, a grant-making policy defining how applications are assessed. They must also manage risks – financial, legal, or reputational – to protect the Trust.
- *Reporting to Council:* provide periodic updates (for example, an annual report) on funds raised, grants made, outcomes and compliance.

Financial and Compliance Obligations

- *Accounting and auditing*: maintain separate accounts and obtain an annual independent audit; provide reports to regulators and Council as required.
- *Tax and regulatory filings*: meet ACNC and ATO reporting requirements and notify changes to directors or governing documents.
- *Minimum annual distribution*: distribute at least the required percentage of net assets each year (generally 4% for a PAF) or carry forward any shortfall in line with the rules.
- *Limits on expenditure*: keep administrative costs reasonable and within PAF limits.
- *Conflicts of interest*: manage and document conflicts, including where Council-affiliated directors have dual roles.
- *Transparency*: publish information on activities and grants to support public confidence.

Winding-Up Provisions for the Trust and Company

- 3.27. The Trust Deed and the Trustee Company Constitution include winding-up provisions to preserve charitable purpose and ensure any remaining assets are applied to eligible charitable purposes. Key points include:

Trees for the Future Fund

- 3.28. Legal advice has demonstrated that the Trees for the Future Trust is incapable of obtaining DGR status as the City of Hobart is a beneficiary and can benefit from the Trust. Accordingly, it is considered that the Trees for the Future Trust will not generate a substantial amount of donations in the future unless changes are made to improve the attractiveness of making donations.
- 3.29. The proposed Charitable Trust would continue to provide a program based around the planting of trees within the City of Hobart and as such it is considered appropriate to wind up the Trees for the Future Trust.
- 3.30. In undertaking this process, it will be necessary for the CEO to engage with the major contributors to the Trust to provide both clarity and confidence that their contributions are being directed to the use that was intended through their donation.

4. Legal, Risk and Legislative Considerations

- 4.1. The report has been guided by specialist legal advice to identify and address potential risks.

- 4.2. The current Trees for the Future Trust presents a high risk of ongoing underperformance and financial non-viability. The Trust is structurally unable to obtain Deductible Gift Recipient (DGR) status. This has materially constrained donor interest, with only limited contributions received beyond the initial funding, and it is unlikely that the Trust will generate significant future income under the existing model.
- 4.3. The proposed transition to a City of Hobart Charitable Trust using a Public Ancillary Fund (PAF) model addresses this core limitation but introduces moderate implementation and operational risks. These include increased regulatory and compliance obligations (ACNC, ATO and Corporations Act), minimum annual distribution requirements, and ongoing administrative and audit costs. The PAF structure also restricts the Trust to funding DGR-endorsed entities, limiting flexibility in program delivery.
- 4.4. There is also a governance risk associated with the proposed model, as operational control will rest with an independent board. While Council retains oversight through its role as sole member of the trustee company, there remains a risk of misalignment between Council priorities and trustee decisions.
- 4.5. Finally, the transition process introduces stakeholder and reputational risk, particularly in managing existing donor relationships and ensuring confidence that funds will continue to be used for their intended purpose.
- 4.6. Overall, the status quo presents a high risk of ineffectiveness, while the proposed model reduces this risk but introduces manageable governance, compliance and transition complexities.

5. Strategic Planning and Policy Considerations

- 5.1. Pillar 3 of the *Community Vision for Our Island Capital* states that:

“We are a city connected, embracing our diverse communities in cultural expression and creative and artistic participation; a city that enhances our homes, lifestyle and heritage; a city that bravely puts its people first.”
- 5.2. The designation aligns with Pillar 3 of the *Capital City Strategic Plan 2019-2029*, Creativity and Culture which in turn aligns to the following four United Nations Sustainable Development Goals:
 - Good Health and Wellbeing (Goal 3)
 - Industry Innovation and Infrastructure (Goal 9)
 - Reduced Inequalities (Goal 10)
 - Sustainable Cities and Communities (Goal 1)

6. Financial Viability

6.1. Financial Considerations:

6.1.1. The Trust would be conducted within the existing staff and financial resources of the Council.

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 the Brisbane City Council to understand the operation of the successful Brisbane Lord Mayor’s Charitable. Additionally, engagement has occurred with the Elected Members and the major contributors to the Trees for the Future Trust.

9. Innovation and Continuous Improvement



9.1. The report is seeking to develop a new entity to replace the existing Trees for the Future Trust as it lacks DGR status due to Council being a beneficiary, limiting its ability to attract donations. The new trust will address this limitation by enabling tax-deductible contributions.

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: 20 May 2026
File Reference: F26/26870

Attachment A: Draft Trust Deed (Supporting information) 
Attachment B: Draft Constitution (Supporting information) 

REPORT OF THE CHIEF EXECUTIVE OFFICER

15. Code of Conduct
File Ref: F26/26133

Report of the Chief Executive Officer of 20 May 2026 and attachment.

Delegation: Council



City of **HOBART**

MEMORANDUM: COUNCIL

Code of Conduct

Pursuant to section 28ZK(2) of the *Local Government Act 1993* I have been provided with a copy of the determination report from the Code of Conduct Panel in respect to a complaint lodged by the Deputy Lord Mayor Councillor Dr Zelinda Sherlock against Councillor John Kelly.

The determination provided by the Code of Conduct Panel on 28 August 2025 was appealed and subsequently went to Tasmanian Civil and Administrative Tribunal (TASCAT) for consideration. TASCAT upheld the Code of Conduct Panel's determination on 6 May 2026.

Accordingly, as required by the Act, I table the *Code of Conduct Panel Determination Report* at the first meeting of Council which is practicable to do so (and which is open to the public). A copy of the determination report is included as an **Attachment A** to this report.

RECOMMENDATION


That the Council receive and note the Code of Conduct Determination Report in respect to a complaint lodged by the Deputy Lord Mayor Councillor Dr Zelinda Sherlock against Councillor John Kelly, shown as Attachment A to this report.

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



Michael Stretton
CHIEF EXECUTIVE OFFICER

Date: 20 May 2026
File Reference: F26/26133

Attachment A: Code of Conduct Determination Report – Councillor Sherlock v Councillor Kelly (Supporting information) 

MOTIONS OF WHICH NOTICE HAS BEEN GIVEN**IN ACCORDANCE WITH REGULATION 19(1) OF THE LOCAL GOVERNMENT
(MEETING PROCEDURES) REGULATIONS 2025****16. Short Stay Rates Increase**
File Ref: F26/26440

Councillor Ben Lohberger and Councillor Ryan Posselt

Motion

“That the Hobart City Council responds to the:

- ongoing housing and homelessness crisis in Hobart;
 - low rate of long-term rental vacancies in Hobart;
 - soaring cost of long-term residential rental prices in Hobart;
 - extra costs imposed on the community and the Council by whole home short-stay accommodation properties replacing long term residential use in Hobart;
 - over-saturation of whole home short stay accommodation properties in Hobart;
- by,
- Doubling the current property rate for whole home short stay visitor accommodation properties for implementation in the 2027-28 financial year after all legislated requirements, including consultation have been met; and,
 - Supporting the visitor accommodation sector and tourism industry, in anticipation of lower short stay accommodation availability, by preparing a report to investigate incentives for commercial hotel construction.”

Rationale:

This rate increase will affect whole home short stay accommodation only; it has no effect on in-home or ancillary dwelling short stay accommodation.

The 2026 Anglicare snapshot of rental availability in southern Tasmania showed a reduction of 18% this year, following a reduction of 32% last year. The snapshot revealed that no rental homes in southern Tasmania are affordable for people living on a disability pension or a single parent payment.

The Snapshot states that a rental vacancy rate below 3% means more people are looking for homes to rent than the number of homes available. Experts generally consider a rental vacancy rate of between 3% and 4% to be a sign of a healthy rental market. Southern Tasmania's rental vacancy rate is currently <0.2%, which is driving up rental prices for the entire long term rental market. Rental properties advertised during the weekend snapshot period have also plummeted from 2,667 in 2014 to just 770 in 2025.

These figures underscore the dire state of the rental market in Tasmania that has led to Hobart having the lowest rental vacancy rate in the country. By way of comparison other capital cities have the following rental vacancy rates:

Melbourne	1.4%
Canberra	1.1%
Sydney	1.1%
Brisbane	0.8%
Adelaide	<1%

Despite existing restrictions on whole home short stay accommodation restricting bed nights to 180 days/year, the City of Sydney is currently investigating a complete ban on whole home short stay in areas affected by a low rental vacancy rate of <3%. Hobart's rental vacancy rate is currently <0.2%.

There is a clear link between the conversion of long-term residential housing to tourism accommodation, and the housing crisis in Tasmania. The Housing Tasmania waiting list is 5400, and there are now 4700 whole home short stay accommodation properties across the state. 4700 whole homes lost for Tasmanians, with more than 600 of them in the Hobart municipality alone, the highest saturation of any capital city in Australia. Close to 20% of the statewide short stay sector is located in the Hobart municipality alone, and the city is also experiencing a growing homelessness crisis that seemed to come from nowhere less than 10 years ago, and to have no end.

Examples from around the world and around Australia

Cities all over the world have grappled with the effect of short stay accommodation on rental availability, homelessness, and communities. New York City in the USA effectively banned whole home short stays in 2023 and was sued by a short stay company as a result. The lawsuit was dismissed in August 2023. Councils in Budapest are implementing restrictions or bans in some areas, and they too have been challenged in their supreme court but ultimately upheld. In Australia various restrictions have also been successfully implemented including in coastal towns where tourism is vital to the economy. An example is Byron Bay, where a bed night restriction of just 60 nights has been applied to whole home short stay accommodation.

Closer to home, the Tasmanian Government is working towards a levy on whole home short stay accommodation, after finally acknowledging its impact during the 2024 election campaign:

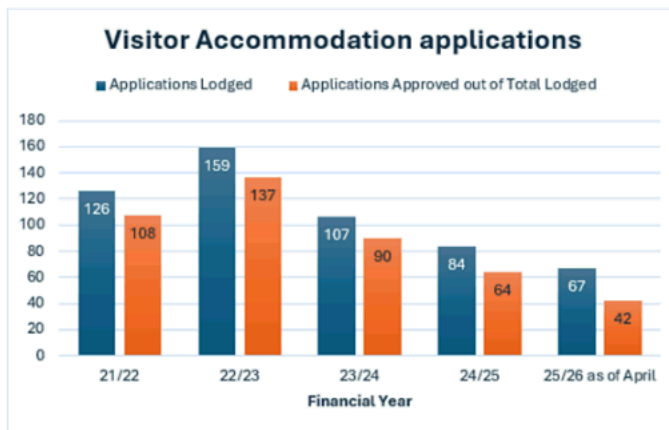
“there is no doubt that the increasing number of houses on the short stay market has reduced the availability of long stay rentals, and contributed to higher rents”

[\[Making it easier for Tasmanians to own their own home - 5% Short Stay Levy\]](#)

The Hobart City Council introduced a 200% rate differential for whole home short stay properties in 2024. If the property is returned to long-term residential use, the rates revert to the normal residential setting, and more than 100 properties have successfully applied for this rebate since 2024.

The City of Hobart decision to raise the whole home short stay rate has slowed the steady loss of long-term residential property in the municipality, but it has not stopped the losses, as shown below.

A snapshot of visitor accommodation use in Hobart is attached, refer Attachment 1. Since 2022/23 the number of short stay visitor accommodation permits approved by Council has been decreasing as outlined in the table below.



The Hobart City Council's current policy position on whole home short stay accommodation begins with the most important point of all - the policy should "*ensure housing stock is retained...*". Given the failure to stop the loss of whole homes to new short stay permits since the 2024 rate rise, this motion seeks to reinforce that policy stipulation.

Hotels in Hobart have been significantly disadvantaged by the widespread growth of whole home short stay accommodation across the city. Hotels must follow numerous regulations not faced by short stay, including building code, fire and food safety. Hotels provide significant economic uplift and social outcomes when compared to short stay accommodation, and they employ thousands of Tasmanians in the visitor economy.

Whole home short stay accommodation is also eroding crucial elements of community that are difficult to measure but have long reaching effects. Our suburbs are built around the people who actually live in them, and those residential numbers determine the distribution of essential community needs like schools, pharmacies, post offices, doctor's surgeries, and childcare. The loss of long-term residents undermines the provision of community services, and the loss of long-term neighbours undermines community cohesion.

How this motion relates to the functions of a council under the Local Government Act

Section 20 of the Local Government Act says "... A council has the following functions:

- a) To provide for the health, safety and welfare of the community
- b) To represent and promote the interests of the community
- c) To provide for the peace, order and good government of the municipal area"

And

"3. A council may do anything necessary or convenient to perform its functions either within or outside the municipal area."

Allowing tourist accommodation to proliferate and replace large numbers of community members does not represent, nor promote the interests of our wider community. As outlined above, communities are designed around the people who live there. The viability of post offices, schools, day care, general practitioners, chemists and more are placed at direct risk when housing for tourists displaces a growing number of long-term residents. Failing to deter the further conversion of long-term residential homes into whole home short stay accommodation would be failing in our duty to represent the interests of our entire community.

Finally, the Act explicitly says that a council may do anything necessary or convenient to perform its functions either within or outside the municipal area. Councils are legally authorised to levy rates and this can include using a differential methodology specific to land use. Hobart City Council has tested its ability to restrict Short Stay Accommodation approval through planning mechanisms but at every attempt, efforts to have some control over short stay approvals has been rejected. Thus it is deemed necessary to implement a financial deterrent for anyone who seeks to convert a residential home into a short stay accommodation commercial operation to ensure council is meeting its duties under section 20 of the Local Government Act.

In the absence of legislative reform this is a necessary step for council to take. These measures represent the interests of our community to ensure the overall peace, order and good governance of our city and provide for the health, safety and welfare of the community which we serve.

Administration Response to Notice of Motion

Discussion

1. Council first introduced a differential rating approach for properties with a planning permit from Council to use their property for short stay visitor accommodation (SSVA) from 1 July 2023 as part of its interim rating strategy.
2. At the same time Council introduced a General Rate differential for vacant – residential land, which was double the General Rate differential of other vacant land, to encourage development of vacant land for housing and other purposes, promote the development of all properties to their full potential thereby stimulating economic growth and development in all areas of the municipal area, to discourage the holding of land; and to ensure vacant landowners contribute an equitable share of the rate burden compared to other types of landowners.
3. Council introduced the differential rating approach for SSVA to encourage housing stock to be retained and/or returned in the Hobart municipal area and recognise that these properties, while residential in nature, are being used for a commercial purpose.
4. The objective of the differential is twofold:
 - a. firstly, to support the retention of housing stock for long-term residential use; and
 - b. secondly, to ensure owners of residential land used for the commercial purpose of short stay visitor accommodation contribute to the provision of Council services and facilities that are associated with that commercial use e.g. economic development, tourism, communications and marketing.
5. The SSVA differential rate is currently set at 200%, being double the General rate for Residential properties and is applied to all properties with a R7 (SSVA) land use code. At the time this resulted in rate levels that were consistent, on average, with those applied to properties used for comparable commercial purposes, such as owners of a holiday apartment.
6. It was noted at the time of introduction that it was difficult to determine what level of increased rates would achieve the objectives of the SSVA differential rate but that the level of the differential would need to be considered with regards to the principles of taxation. This is because under the *Local Government Act 1993 (Tas)* rates are prescribed as a form of taxation for the purposes of local government.

7. These taxation principles are set out in the City of Hobart Rates and Valuation Strategy 2024-28 and the City of Hobart Rates and Charges Policy, and are:
 - a. Equity – by taking into account the different levels of capacity to pay within the local community;
 - b. Wealth Tax – rates paid are dependent upon the value of the ratepayer's property.
 - c. Benefit – by recognising that Council services benefit the community as a whole;
 - d. Simplicity – by using a rating system that is simple and cost effective to administer as practicable;
 - e. Sustainability – the rating system supports the City's financial strategies for the delivery of infrastructure, programs and services in Council's Long-term Financial Management Plan and Strategic Asset Management Plan;
 - f. Efficiency – by supporting the financial, social, economic and environmental, and other strategic objectives outlined in Council's Capital City Strategic Plan 2023.
 - g. Transparency – by being open in the processes involved in the making of rates and charges.
 - h. Timeliness – by ensuring all ratepayers are given adequate notice of their liability to pay rates and charges.
 - i. Flexibility – by responding where possible to unforeseen changes in the economy.
 - j. Compliance – by complying with the requirements and intent of relevant legislation.
 - k. Capacity to Pay – by including mechanisms to support those with least capacity to pay.
 - l. Diversity – by acknowledging that there is considerable diversity in the economic circumstances of households and businesses relative to their income.
8. When the SSVA differential was first introduced on 1 July 2023, there were only 14 properties classified with a land use code of R7 – short stay visitor accommodation from a rating perspective given the R7 code was newly adopted. Since that time, the Office of the Valuer-General has progressively amended land use classifications, applying the R7 code to properties with an approved planning permit for short stay visitor accommodation.
9. As at 1 July 2025 there were 536 properties classified as R7 in the Hobart municipal area, of which 100 properties, approximately 19 per cent, had been returned to residential use and were not being used for short stay visitor accommodation and were either owner-occupied or utilised for long-term rental purposes. As at April 2026, there were 600 R7 properties, with 138 properties, approximately 23 per cent returned to residential use.

10. The proportion of properties being returned to residential use has increased over this period, which suggests a growing number of properties with an approved short stay visitor accommodation use are not actively being used for that purpose. While this may indicate some response to the differential rate, it also highlights the complexity in assessing the effectiveness of the differential, given the influence of land use reclassification processes and broader housing market factors. Additional future data will be required to assess trends.
11. Since 2022-23 the number of visitor accommodation permit applications to Council has been decreasing together with the percentage of applications approved by Council.
12. The Notice of Motion seeks to further strengthen Council's response to housing supply pressures and the impacts of SSVA within the municipal area. In considering this proposal, it is important to assess how any change to the SSVA differential aligns with Council's existing policy framework and objectives.
13. Council's current policy position for SSVA differentials as set out in the City of Hobart Rates and Charges Policy and the City of Hobart Rating and Valuation Strategy 2024-28 is to ensure housing stock is retained and to broadly align the level of rates applied to properties used for SSVA with those applied to properties used for comparable commercial purposes. This approach reflects both the commercial nature of the activity and the intention to ensure an appropriate contribution to Council services and infrastructure.
14. Council's broader rating framework also relies on clearly articulated policy objectives and a demonstrable relationship between those objectives and the level at which any differential is set. Ensuring this alignment supports transparency, consistency, and the overall integrity of the rating system.
15. In this context, one option available to Council, should it wish to adjust the current SSVA differential for the 2026-27 rating year, would be to benchmark the rate against the differential applied to commercial and industrial properties. At the time the City of Hobart Rating and Valuation Strategy 2024-28 was introduced, this differential was approximately 2.21 times the general residential rate. Applying a similar differential to SSVA properties would maintain consistency with the existing policy intent while adjusting the level of contribution.
16. If Council were to determine that a differential above that applied to comparable commercial uses, further work and consultation would be required, including additional time to fully assess and clearly articulate the policy basis for this approach, including how the level of the differential supports the intended housing and community outcomes and remains proportionate to those objectives. Accordingly, given that rates will be set next month, it would not be possible to make this change for the 2026-27 financial year.

17. A mid-term review of the City's Rating and Valuation Strategy 2024-28 has recently been undertaken with the outcomes considered by the Hobart Workshop Committee at its 11 May 2026 meeting. It is therefore considered that the further review of the City's SSVA differential rate be considered during 2026-27, with any changes approved by Council to take effect from 1 July 2027 for the 2027-28 financial year.
18. In terms of the proposal to prepare a report to investigate incentives for commercial hotel construction, it is considered that this would need to be considered alongside the proposed increase in the SSVA differential rate and would consider the modelling of the impacts of the change as well as factors like the Council's proposed Planning Scheme amendment to control Short Stay accommodation in the City's residential zones. Such a report would be able to be prepared by Council Officers and presented to the Council for consideration during the 2026-27 financial year.

Strategic, Legislative and Policy Implications

Capital City Strategic Plan

- Pillar: 8 - Governance and Civic Involvement
- 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.
- Strategy: 8.2.5 – Maintain a rating system that supports fairness, capacity to pay and effectiveness.

Legislation and Policy

Legislation: *Local Government Act 1993 (Tas)*

Policy: This matter is also related to the City of Hobart Rating and Valuation Strategy 2024-28 and the City of Hobart Rates and Charges Policy.

Financial Implications

1. Applying a higher differential General Rate for short stay visitor accommodation (SSVA) will not affect the total amount of revenue Council collects in rates but will affect the rates distribution where properties used for SSVA will be paying higher rates and the rates paid by residential properties will decrease, albeit only marginally.
2. For 2026-27, due to changes in property values due to indexation and development activity in the City, a 200% differential rate for residential land applied to residential properties used for SSVA, would mean that an average SSVA ratepayer would pay slightly less than an average ratepayer who owns a holiday apartment in the municipal area (e.g. similar commercial use).
3. If Council increases the differential to 221% for SSVA, the average SSVA ratepayer would pay \$408 or 10 per cent more in General Rates for 2026-27.

4. If the differential was increased to 400% for SSVA, the average SSVA ratepayer would pay \$3,738.70 or 92% more in General Rates for 2026-27.
5. These figures are for the average SSVA property only and the impact on individual ratepayers will vary due to the value of individual SSVA properties and property valuation adjustment factors to be applied by the Valuer-General for 2026-27.

17. RESPONSE 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 responses to questions without notice be received and noted.

17.1 Wellesley Fence Implications on Budget

Memorandum of the Director Infrastructure and Assets of 19 May 2026

17.2 Snap / Send / Solve

Memorandum of the Acting Director Corporate Services of 14 May 2026

17.3 Consultation on Wellesley Park

Memorandum of the Director Infrastructure and Assets of 19 May 2026



City of **HOBART**

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

WELLESLEY FENCE IMPLICATIONS ON BUDGET

Meeting: Council

Meeting date: 27 April 2026

Raised by: Councillor Kitsos

Question:

Is the Council inclined to endorse fully funding stage 2 of the Wellesley Park development in the 2026-2027 financial year and what implications will that have on the Capital Works Budget and the roll out of other projects?

Response:

It is intended to workshop with Council the options for the proposed development of Wellesley Park on 1 June 2026. This will provide the opportunity to discuss the option of funding stage 2 and the likely implications on the rest of the Capital Works program.

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: 19 May 2026
File Reference: F26/25580



City of **HOBART**

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

SNAP / SEND / SOLVE

Meeting: Council

Meeting date: 27 April 2026

Raised by: Alderman Bloomfield

Question:

Can Elected Members be provided with information on how many snap-send-solves have been reported, completed and are not complete?

Response:

Since 2013, the City has received 8,959 reports from the Snap Send Solve platform.

Historically, the City would receive an email from Snap Send Solve to a generic Council mailbox reporting an issue. These reports were registered by Records staff and assigned to the relevant operational area to respond. The City did not have access to the Sanp Send Solve portal to be able to update and close matters.

The City has recently transition to a subscription model, which provides access to the administrative portal. This will enable the City to move from passive receipt of reports to actively managing requests within the platform.

Work is currently underway with Snap Send Solve to implement this improved operating model, which will enable the City to:

- Capture, triage and track requests through to resolution in a central system;
- Improve coordination and response times across operational teams;
- Access reporting dashboards and analytics (including status tracking); and
- Integrate Snap Send Solve with internal systems over time to reduce manual handling.

Moving forward, the City will have improved visibility and reporting capability, including the ability to report on requests received, in progress and completed directly from the platform.

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.



Michelle Wickham
**ACTING DIRECTOR CORPORATE
SERVICES**

Date: 14 May 2026
File Reference: F26/25583



City of **HOBART**

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

CONSULTATION ON WELLESLEY PARK

Meeting: Council

Meeting date: 27 April 2026

Raised by: Councillor Posselt

Question:

The depute at the start of the meeting requested that we conduct significant depth of consultation rather than breadth of consultation around the lower Wellesley Park for dogs. Can we consider doing this before the project starts?

Response:

It is intended to workshop with Council the options for the proposed development of Wellesley Park on 1 June 2026. This will provide the opportunity to discuss the option of continuing the project and undertaking more in depth consultation.

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: 19 May 2026
File Reference: F26/25585

18. QUESTIONS WITHOUT NOTICE

Regulations 33 and 34 of the *Local Government (Meeting Procedures) Regulations 2015*.
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.

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 maybe 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.

BUSINESS ARISING



City of **HOBART**

MEMORANDUM: COUNCIL

Responses to Questions Taken on Notice During Debate

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


RECOMMENDATION

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

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.

Michelle Wickham
**ACTING DIRECTOR CORPORATE
SERVICES**

Date: 20 May 2026
File Reference: F26/26139

Attachment A: Questions Taken on Notice During Debate - Register Extract
(Supporting information) 

19. CLOSED PORTION OF THE MEETING

RECOMMENDATION

That the Council resolve by absolute 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 Council Meeting
- Information of a personal and confidential nature
- Renewal or extension of contracts
- Proposal for the Council in interest of land
- 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 Council Meeting |
| Item No. 2 | Communication from the Chairperson |
| Item No. 3 | Leave of Absence |
| Item No. 4 | Consideration of supplementary Items to the agenda |
| Item No. 5 | Indications of Conflicts of Interest |
| Item No. 6 | Current Legal Proceedings
LG(MP)R 17(2)(k) |
| Item No. 7 | Outstanding Sundry Debts and Debt Write-Offs as at 31 December 2025 and 31 March 2026
LG(MP)R 17(2)(h)(i) |
| Item No. 8 | Contract Extension - Pre-Employment Health Assessment Services
LG(MP)R 17(2)(e) |
| Item No. 9 | Response to Questions without Notice |
| Item No. 10 | Questions without notice |