



Glenorchy City Council Ordinary Council Meeting Monday, 28 September 2026

AGENDA

Notice is hereby given of a Meeting of the Glenorchy City Council to be held at the Council Chambers commencing at 3:30pm.



GLENORCHY CITY COUNCIL

QUALIFIED PERSON CERTIFICATION

The Chief Executive Officer certifies that, in accordance with section 65 of the *Local Government Act 1993*, any advice, information and recommendations contained in the reports related to this agenda have been prepared by persons who have the qualifications or experience necessary to give such advice, information and recommendations.

A handwritten signature in blue ink, appearing to read 'Emilio Reale'.

Emilio Reale

Chief Executive Officer

Monday, 28 September 2026

Workshops held since last Council meeting:**Date:** Monday, 7 September 2026**Purpose:** To present and discuss in an Open workshop:

- Tasmanian Transport Museum (TTM) - President Jeff Bronstein, provided details about TTM activities.
- Tasmanian Bike Collective (TasBC) - Anthony (Ant) Edler, provided details about TasBC activities.

Date: Monday, 14 September 2026**Purpose:** To present and discuss at a Closed workshop:

- Tolosa Park opening hours.
- Glenorchy Pool opening celebrations.
- Northern Suburbs Transit Corridor (NSTC) – Building Tasmania provided a briefing on the detailed business case for the NSTC.

Date: Monday, 21 September 2026**Purpose:** Site visit - tour of old Merton site within Wellington Park

- Discussed the history and how we work with the Bushfire and Environmental teams to plan fuel reduction burns and weed control, ensuring heritage values are appropriately considered and managed.



ELECTED MEMBER STATEMENT OF INTENT

November 2022

We will...	By...
Be curious, open to change and difference	Being progressive, proactive, and innovative Taking calculated risks Asking questions before offering opinions or solutions Debating ideas without getting personal Remembering everyone is equal Always having an open mind
Be authentic and act with integrity	Being accessible Being honest and trustworthy Demonstrating transparency and accountability
Be respectful to each other	Going to the source, in person, early Assuming good intent, always Acting with good intent, always Actively listening, seeking to understand Valuing other's opinions Being prepared
Own and right our wrongs	Self-reflecting Being open to feedback Being brave enough to be vulnerable
Show strong leadership	Challenging the status quo Continually learning and practising good governance Striving for financial sustainability and strength Having clarity on role and purpose
Consider the impact we have on others	Practising emotional intelligence Hearing both sides before making judgement Remembering our behaviour and words matter to staff



ELECTED MEMBER LEGACY

November 2022

**At the end of our term,
we will have made a real difference because, together:**

We deliver

We're active and present

We put people first

We are inclusive

We are future focussed and brave

We improved communication and community engagement

We empowered our community

We rebuilt pride

We were accountable

We created a safe, clean, equitable city

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1 APOLOGIES

Ald. Ridler is an apology for this meeting.

2 CONFIRMATION OF MINUTES (OPEN MEETING)

That the minutes of the Council meeting held on Monday, 31 August 2026 be confirmed.

3 ANNOUNCEMENTS BY THE CHAIR

4 PECUNIARY INTEREST NOTIFICATION

5 RESPONSE TO PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE

Regulation 36, 37 and 38 *Local Government (Meeting Procedures) Regulations 2025*.

Question without Notice - Deanne Gillie-Shaw, Granton

Response emailed on Monday, 21 September 2026

Q1: Can Council tell me what are the plans for the hydrotherapy pool since St Giles have stepped away from their agreement with Revive and the pool is sitting unused? Will the pool ever be open to the public and the people of Glenorchy?

A1: [CEO] This question was taken on notice. I am not aware that St Giles have stepped away from their agreement because they have a contractual obligation to operate this facility.

Response: We have checked with Revive and St Giles and the above is not correct. The agreement is still in place, the hydrotherapy pool is open, and St Giles is providing warm water programs. General and booking enquiries should be directed to St Giles on phone at 6238 1888.

6 PUBLIC QUESTION TIME (15 MINUTES)

Please note:

The Council Meeting is a formal meeting of the Elected Members elected by the Glenorchy community. It is chaired by the Mayor. Public question time is an opportunity in the formal meeting for the public to ask questions of their elected Council representatives about the matters that affect ratepayers and citizens.

In accordance with regulation 36, 37 and 38 (Public question time) Local Government (Meeting Procedures) Regulations 2025, Council will allocate 15 minutes during each Council Meeting to invite members of the public to ask questions relating to the activities of Council.

The following rules and procedures apply to Public Question Time:

1. questions must relate to the activities of Council
2. members of the public are to announce their name and residential address before asking a question (which will be recorded in the minutes)
3. questions are to be put succinctly and in the form of a question, not a comment
4. questions must not be inflammatory, abusive, defamatory, contain a personal attack or otherwise breach any rules of the meeting which have been explained by the Chairperson
5. the Chairperson may limit the number of questions asked by each member of the public in order to ensure that all members of the public wishing to ask questions are given the opportunity within the allocated time
6. the Chairperson will decide the order in which questions are to be asked and may rotate the order between different members of the public if individuals have more than one question to ask
7. the Chairperson may, in their absolute discretion:
 - a) refuse to answer a question if the Chairperson deems that it is inappropriate or does not comply with these rules or the rules of the Council meeting, or
 - b) take a question 'on notice', in which case the answer will be provided in writing prior the next Council meeting and included on the agenda for the next Council meeting
8. if a question is taken on notice, the Chairperson may request that the member of the public submit their question in writing and may refuse to provide a response if the question is not provided as requested, and
9. the 15 minutes allocated for Public Question Time may be extended at the discretion of the Chairperson at the conclusion of the time period. Council is to publish information relating to Public Question Time, including any additional rules and procedures, on Council's website.

7 PETITIONS/ADDRESSING COUNCIL MEETING

None

8. COMMUNITY

Community Goal – Making Lives Better

8.1 ACTIVITIES OF THE MAYOR

Author: Mayor (Sue Hickey)
Qualified Person: Chief Executive Officer (Emilio Reale)
File Reference: Activities of the Mayor

Executive summary

This report summarises the Mayor's recent activities.

Mayor Hickey attended 39 events or external meetings during the period from Monday, 17 August 2026 to Sunday, 13 September 2026.

Recommendation

That Council:

1. RECEIVE and NOTE the report about the activities of Mayor Hickey.

Proposal in detail

Mayor Hickey attended the following events and external meetings between 17 August and 13 September 2026.

Monday, 17 August 2026

- Met with Brian Glover to discuss the Glenorchy City Bowls Club.
- Met with Peter Vogelsanger of Greater Glenorchy Neighbourhood Watch Group to discuss Get Online Week.
- Chaired the Glenorchy City Council workshop.

Tuesday, 18 August 2026

- Attended an opening event for the Indie School Kitchen in Glenorchy.

Wednesday, 19 August 2026

- Participated in an interview with David Reilly on ABC Radio Hobart's Breakfast program.
- Attended the *Cuppa with a Cop* session at Glenorchy Central Shopping Centre.
- Attended the Local Government Association Tasmania's Annual General Meeting and General Meeting.

Thursday, 20 August 2026

- Attended the Local Government Association Tasmania's Annual Conference, Day One session.

Friday, 21 August 2026

- Attended the Local Government Association Tasmania's Annual Conference, Day Two session.

Saturday, 22 August 2026

- Met with Glenorchy City Council election candidate Lachlan McCarthy.

Sunday, 23 August 2026

- Attended the Lutruwita Art Orchestra's Eco Cave work-in-progress showing at the Moonah Arts Centre.

Monday, 24 August 2026

- Chaired the Glenorchy City Council workshop, which included a visit to the Royal Agricultural Society of Tasmania Showgrounds site.

Tuesday, 25 August 2026

- Participated in Triple M Radio's *Mayor on the Air* interview.
- Participated in Crafternoon at Bucaan Community House, Chigwell.

Wednesday, 26 August 2026

- Met with Glenorchy City Council election candidate Suzie Schulz.
- Participated in Rosetta Primary School's celebration of Book Week by reading a picture book to a class.
- Participated in Glenorchy City Council Project Control Group meeting.
- Met with Stephanie Gleeson to discuss animal welfare and dog regulations.

Thursday, 27 August 2026

- Attended City of Hobart's 2026 State of the City report breakfast briefing.

Saturday, 29 August 2026

- Attended the Northern Suburbs Table Tennis League's round robin event at The Y Glenorchy.
- Attended Hobart Malayali Association's Onavillu 2026 Onam Celebrations.

Monday, 31 August 2026

- Turned on the water at the Glenorchy War Memorial Pool to start the filling of the pool.
- Chaired the Glenorchy City Council meeting.

Tuesday, 1 September 2026

- Met with Senator the Honourable Carol Brown and the Honourable Julie Collins MP to discuss housing and economic project opportunities in Glenorchy.
- Participated in the NepTas Candlelight Vigil for Nepal Flood Victims at the Montrose Bay Yacht Club.
- Attended the 2026 Federal Hospitality Partner Awards.

Wednesday, 2 September 2026

- Participated in the Variety Carols launches at both 101.7, 7HOFM Hobart and Tolosa Park.
- Met with prospective Glenorchy City Council Councillor candidate Michael Hangan.

Thursday, 3 September 2026

- Met with Homes Tasmania Chief Executive Officer Ben Wilson.
- Met with two constituents to discuss domestic and family violence concerns.

Friday, 4 September 2026

- Participated in the Migrant Resource Centre Tasmania's official launch of The Big Tassie Walk.

Monday, 7 September 2026

- Met with Inspector Klug of Tasmania Police.
- Chaired the Glenorchy City Council workshop.

Tuesday, 8 September 2026

- Met with Tennis Tasmania.

Wednesday, 9 September 2026

- Attended a St Vincent de Paul fundraiser.

Thursday, 10 September 2026

- Participated in the *R U OK? Day* community barbecue on Council Lawns.

Friday, 11 September 2026

- Visited the Glenorchy War Memorial Pool with Premier the Honourable Jeremy Rockliff MP.
- Attended a City of Hobart forum *Tackling Online Abuse of Women Leaders in Tasmania*.

Saturday, 12 September 2026

- Attended Football Tasmania's Awards night.

In addition to the above meetings and events, the Mayor attended numerous internal meetings and performed other administrative duties.

Attachments

Nil

9. ECONOMIC

Community Goal – Open for Business

9.1 POLICY UPDATE: PUBLIC OPEN SPACE CONTRIBUTION POLICY AND ENFORCEMENT POLICY

Author: Manager Development (Paul Garnsey)
Governance Officer (Poorni Wanigasekara)

Qualified Person: Director Infrastructure and Development (Patrick Marshall)

File Reference: Policies by Directorate

Executive summary

The Public Open Space Contribution Policy and Enforcement Policy were last adopted by Council on 29 August 2022 and have been reviewed as part of Council's four-year policy review cycle. The responsible officers consulted with relevant Council staff, and feedback received through the consultation process has been incorporated into the revised policies.

The revised policies are presented to Council for consideration and adoption following completion of the scheduled policy review process.

Recommendation

That Council:

1. ADOPT the Public Open Space Contribution Policy in the form of **Attachment 2**.
2. ADOPT the Enforcement Policy in the form of **Attachment 4**.

Community Plan Reference	Leading Our Community We responsibly manage our community's resources to deliver what matters most. Transparent and accountable government.
Strategic Plan Reference	Make informed decisions that are open and transparent and in the best interests of our community. Manage compliance and risk in Council and our community through effective systems and processes.
Consultation / Engagement	All Managers and Coordinators Director Environmental Services Director Infrastructure & Development
Resources	Not applicable
Risk / Legal / Legislative / Reputational	Adopting the recommendation: Council may adopt the revised Public Open Space Contribution Policy and Enforcement Policy. This will ensure both policies reflect Council's current policy format and provide clearer, more concise and contemporary guidance. Not adopting the recommendation: Council may decide not to adopt the revised policies. The existing policies would remain in place, subject to any further amendments or direction provided by Council.
2026/27 Budget Allocation	Not applicable
Life of Project, Service, Initiative or (Expectancy of) Asset	Not applicable
2026/27 Budget Reconsideration	Not applicable
Ongoing Costs (e.g. maintenance, operational)	Not applicable
Other Funding Sources	Not applicable

Proposal in detail**Public Open Space Contribution Policy**

1. The policy previously titled Securing Public Open Space Provision Through Subdivision Policy has been renamed the Public Open Space Contribution Policy. The revised title is shorter and more clearly reflects the subject and purpose of the Policy.
2. The Public Open Space Contribution Policy has been reviewed, modernised and transferred into Council's current policy template.
3. The revised Policy does not fundamentally alter Council's approach to securing public open space, littoral or riparian reserves, or cash-in-lieu contributions through the subdivision process. Its principal objectives and the circumstances in which land or a cash contribution may be required remain substantially unchanged.
4. Unnecessary duplication has been removed and the assessment criteria for public open space have been consolidated, resulting in a significantly shorter and clearer Policy.
5. Separate requirements previously dealing with the configuration of public open space, littoral and riparian reserves, and pedestrian connections have been incorporated into a single set of assessment considerations.
6. Background information and strategic plan references that were not necessary for the ongoing operation of the Policy have also been removed.
7. The cash-in-lieu provisions have been updated to clarify that valuations are based on the improved value of the whole area contained in the final plan, including any balance lot, on an after-subdivision basis. The revised Policy also identifies the relevant valuation date.
 - **Attachment 1** is the tracked changes version of the Securing Public Open Space Provision Through Subdivision Policy 2022.
 - **Attachment 2** is the clean version of the Public Open Space Contribution Policy 2026.

Enforcement policy

8. The Enforcement Policy was last adopted by Council on 29 August 2022 and has been reviewed as part of Council's four-year policy review cycle.
9. The Policy has been transferred into Council's current policy template.
10. Its fundamental principles have been revised, modernised and expanded to provide greater clarity, while the purpose and scope have been simplified to make the Policy easier for the community and Council officers to understand.
11. The revised Policy removes detailed operational requirements that are more appropriately addressed through internal procedures. These include departmental enforcement procedures, officer authorisations, identification requirements and recordkeeping. In their place, the revised Policy provides a clearer policy-level framework explaining:
 - what the community can expect from Council
 - what Council expects from the community
 - how reported matters will be assessed and prioritised
 - when Council may decide not to investigate or take further enforcement action.
12. The available compliance and enforcement responses are set out in a clear, graduated framework. These range from information and voluntary compliance through to statutory notices, infringement notices, abatement works and prosecution. The revised Policy also clarifies that Council is not required to begin with the least formal response where the seriousness, risk or applicable legislation supports stronger action.
13. The arrangements for reviewing Council's handling of enforcement matters and infringement notices have also been simplified and clarified. New provisions explain the limits on information that may be disclosed to complainants and provide for the protection of identities and personal information. Overall, Council's underlying approach to enforcement has not fundamentally changed.
 - **Attachment 3** is the tracked changes version of the Enforcement policy 2022.
 - **Attachment 4** is the clean version of the Enforcement Policy 2026.

Attachments

1. Securing Public Open Space Provision Through Subdivision 2022 - Tracked Changes [9.1.1 - 10 pages]
2. Public Open Space Contribution Policy 28 September 2026 [9.1.2 - 7 pages]
3. Enforcement Policy Aug 2022 - Tracked Changes [9.1.3 - 6 pages]
4. Enforcement Policy 28 September 2026 - Clean Version [9.1.4 - 6 pages]

COUNCIL POLICY

SECURING PUBLIC OPEN SPACE**CONTRIBUTIONS PROVISION THROUGH
SUBDIVISION****PURPOSE**

This ~~p~~**P**olicy provides a framework for Council to determine public open space requirements when land is subdivided.

SCOPE

This ~~p~~**P**olicy applies to all applications for the subdivision of land within the municipality that result in the creation of new lots and increased demand for, or utilisation of, public open space. Boundary adjustments, consolidations and the creation of utility lots are excluded. ~~from the operation of this policy.~~

STRATEGIC PLAN ALIGNMENT~~Making Lives Better~~

~~Objective 1.3 — Facilitate and/or deliver services to our communities. Strategy 1.3.1 — Directly deliver defined service levels to our communities. Valuing Our Environment~~

~~Objective 3.1 — Create a liveable and desirable City.~~

~~Strategy 3.1.4. — Deliver new and existing services to improve the City's liveability.~~

~~Objective 3.2 — Manage our natural environments now and for the future. Strategy 3.2.1 Identify and protect areas of high natural values.~~

~~Strategy 3.2.3 — Enhance, protect, and celebrate the Derwent Foreshore. Leading Our Community~~

~~Objective 4.1 — Govern in the best interests of our community.~~

~~Strategy 4.1.2 — Manage the City's assets soundly for the long-term benefit of the Community.~~

~~Objective 4.2 — Prioritise resources to achieve our communities' goals.~~

~~Strategy 4.2.1 — Deploy the Council's resources effectively to deliver value.~~



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STATUTORY REQUIREMENTS

Acts	<i>Land Use Planning and Approvals Act 1993</i> <i>Local Government (Building and Miscellaneous Provisions) Act 1993</i>
Regulations	N/A
Australian/International Standards	N/A

DEFINITIONS

the Act means the *Local Government (Building and Miscellaneous Provisions) Act 1993*.

~~C~~ash in ~~L~~ieu of ~~P~~ublic ~~O~~pen ~~S~~pace means ~~a monetary contribution calculated in accordance with section 117(2) of the Act, being an amount not exceeding five per cent of the improved value of the whole area comprised in the final plan, less any area provided for public open space and any littoral or riparian reserve created by the final plan [consistent with *Dourias MGH Pty Ltd v Clarence City Council* [2025] TASFC 10].~~ payment of an amount equal to five per cent of the improved value of the land being subdivided, not including the balance lot, as at the date of the lodgement of the final plan under s.117(2) of the *Local Government (Building and Miscellaneous Provisions) Act 1993*. [Consistent with: *N Leary v Clarence City Council* [2013] TAS RMPAT 68 (24 May 2013)]

Council means Glenorchy City Council.

~~F~~inal ~~P~~lan means a final plan submitted to Council under the ~~Act~~*Local Government (Building and Miscellaneous Provisions) Act 1993 in relation to* for the subdivision of land for which a permit has been granted under the *Land Use Planning and Approvals Act 1993*.

~~L~~ittoral ~~and~~ ~~R~~iparian ~~R~~eserve means an area with natural values that is up to 30 metres from the shore of the sea or the bank of a river, rivulet or lake.

~~O~~Open ~~S~~pace ~~R~~eserve ~~A~~ccount means a separate reserve bank account into which any cash provided in lieu of public open space is paid.

~~Public Open Space Contribution means a contribution of five percent of the subdivision land area.~~

~~P~~lan of ~~S~~ubdivision means a plan submitted to Council for the purpose of a permit under the *Land Use Planning and Approvals Act 1993* in relation to subdivision of land.

~~P~~olicy means this ~~p~~Policy.

~~P~~ublic ~~O~~pen ~~S~~pace means land used for public recreation or public gardens or for similar purposes.

~~S~~ubdivision means –

- (a) the act of subdividing; or



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- (b) the block of land subject to an act of subdividing.

POLICY STATEMENT

1. Council's Responsibilities

This ~~p~~P Policy provides the framework for Council to:

- (a) ~~secure public open space or littoral or riparian reserves through the subdivision process in accordance with~~ Fulfil the requirements of relevant policies, strategies ~~the Act and~~ ~~Acts~~ legislation in relation to securing land for ~~p~~Public Open Space, littoral reserves or riparian reserves when land is subdivided;
- (b) ~~P~~provide developers and their consultants/applicants with clarity ~~about Council's requirements on whether land is likely to be required to be provided for public open space, littoral reserves and riparian reserves and cash in lieu contributions when preparing a Plan of subdivision;~~ about Council's requirements on whether land is likely to be required to be provided for public open space, littoral reserves and riparian reserves and cash in lieu contributions when preparing a Plan of subdivision;
- (c) ~~encourage early consideration~~ Facilitate discussion about the provision of land for ~~of~~ potential for public open space, ~~and~~ littoral reserves and riparian reserves ~~during the under Section 85 of the Local Government (Building and Miscellaneous Provisions) Act 1993 early in the subdivision process of a proponent preparing an application for a planning permit for subdivision;~~ and
- (d) ~~Integrate the~~ guide decisions on the provision whether to require ~~of~~ land for public open space, littoral reserves and riparian reserves or ~~cash in lieu contribution~~ the payment of a contribution of cash in lieu of public open space into the granting of a planning permit under the ~~under the Act Land Use Planning and Approvals Act 1993.~~

2. Objectives

The objectives of this ~~p~~P Policy are ~~as follows~~ to ensure:

- (a) ~~To ensure~~ that public open space is provided where it provides maximum benefit for the community, ~~and~~ having regard to the cost of its ongoing maintenance;
- (b) ~~To ensure~~ that the arrangement of ways and public open space provides for ~~all the following~~:
 - i) the provision of safe, convenient and efficient connections to assist accessibility and mobility of the community; and
 - ii) the adequate accommodation of pedestrian and cycling traffic;
- (c) ~~To ensure~~ that land with natural values is secured as littoral reserves and riparian reserves where this results in the best long-term management of those values; and
- (d) ~~To ensure~~ decisions about public open space provision are made as part of the assessment of ~~a~~ subdivision application ~~to subdivide land.~~

3. Determining whether public open space is required



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Guiding Principles

- (a) All subdivisions creating new lots will contribute to an increased demand for public open space, however some subdivisions, because of their location and/or purpose, will not increase demand significantly.

~~(b) Subdivisions involving the creation of new urban residential neighbourhoods may include the provision of public open space which:~~

- ~~— is within convenient walking distances for residents;~~
- ~~— is useable for recreation purposes;~~
- ~~— provides permeability in the form of pedestrian linkages;~~
- ~~— is safe and easily maintained;~~
- ~~— caters for diversity of recreational experiences across the neighbourhood area; and~~
- ~~— protects areas of natural and cultural value.~~

~~(i)(b)~~ Where public open space is not proposed; is proposed but is less than five per cent of the subdivision area; or what is proposed is not desired by Council, then a cash in lieu contribution will be required.

~~(i)(c)~~ Every subdivision should will be assessed on its merits and according to this Policy as to the requirement for an area of public open space and/or a cash in lieu contribution. ~~Departure from the policy may be appropriate in certain circumstances.~~

Public open space requirements

- (a) The provision of public open space or a contribution of cash in lieu will be required for all subdivision of land in all zones other than the Agriculture, Future Urban, Rural or Utilities zones, that results in increased demand or utilisation of public open space. It is generally anticipated that all subdivisions in other than the Agriculture, Future Urban, Rural or Utilities zones that result in the creation of new lots will increase the use or demand for public open space.
- (b) Public open space may be required if it is considered necessary to protect and/or provide public access to a significant natural or historic feature, or to preserve important habitat.
- (c) Areas proposed ~~to be set aside~~ for public open space will be assessed having regard to in terms of:
- ~~i) whether they are conveniently located for use by~~ accessibility and convenience for residents, including proximity to shops, community facilities, public transport and other public open spaces;
 - ~~ii) connectivity and permeability, including pedestrian linkages, connections to adjoining land, roads and ways, and contribution to the municipal trails network;~~
 - ~~iii) size, shape, gradient and suitability for a range of recreational activities and experiences;~~



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- iv) safety, passive surveillance and opportunities to apply Crime Prevention Through Environmental Design (CPTED) principles;
- v) protection and enhancement of environmental, cultural and visual values;
- ~~i) surrounding residents;~~
- ~~ii) whether they are of a size, shape and gradient suited to their proposed use;~~
- ~~iii) whether they allow for a reasonable level of safety and security for users and adjoining residents;~~
- ~~iv) vi) Council's capacity to whether they can be developed and maintain and manage the land within Council's resources; and~~
- ~~v) consistency with whether they complement integration with existing open space facilities;~~
- ~~vi) their ability to support a diversity of recreational activities;~~
- ~~vii) protection of environmental and/or visual values; and~~
- ~~— potential connection to other open spaces and contribution to the recreational trails~~
- ~~— ability to provide appropriate connections to adjoining roads, ways and neighbouring land with subdivision potential;~~
- ~~— ability to provide convenient access to local shops, community facilities, public open space and public transport routes where appropriate;~~
- vii) relevant Council plans and strategies; and
- ~~— ability to promote safety through passive surveillance and the minimisation of opportunities for crime by adopting Crime Prevention Through Environmental Design (CPTED) principles.~~
- ~~vii) system throughout the municipality.~~

Cash in lieu contributions

- (a) ~~A contribution of c~~Cash in lieu of open space will be required where:
 - i) ~~the subdivision proposal does not include public open space that is determined by Council to be suitable for~~ public open space is not provided, or what is proposed is not desired by Council;
 - ii) provision of public open space is not~~it is im~~ practicable ~~to provide public open space as part of the subdivision~~; or
 - iii) the public open space proposed ~~in the subdivision~~ is less than five percent of the subdivision area.
- (b) The amount of cash contribution will be determined by a valuation undertaken by a suitably qualified and registered valuer who is agreed to appointed, or approved, by Council. The



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valuation ~~is to be undertaken in accordance with section 117(2) of the Act and will be based on the improved value of the whole area comprised in the Ffinal Pplan, including any balance lot. will be based on the improved value of the land being subdivided, not including the balance lot, at the date of the lodgement of the final plan.~~ The cost of the valuation will be borne by the subdivider.

~~(b)~~ Consistent with *Dourias MGH Pty Ltd v Clarence City Council* [2025] TASFC 10, the valuation is to reflect the value of the land on an after-subdivision basis, on the assumption that the subdivision has taken effect and the subdivided lots are available for individual sale. The relevant valuation date is the date on which the Ffinal Pplan is lodged with the Recorder of Titles for acceptance under section 94 of the Act, or such other date as may be required by law.

(c)

~~(d)~~ Cash in lieu of open space must be paid prior to the sealing of the Ffinal Pplan of Ssubdivision.

Assessment and determination

(a) All relevant Council departments will be involved in any pre-lodgement discussions ~~where a about the subdivision of land where land for may require~~ public open space, littoral ~~reserves and/or~~ riparian reserves, ~~may be able to be secured or a cash in lieu contribution of cash in lieu of open space may be required.~~

(b) ~~Where an application is received for subdivision, the Applicant~~s ~~shall must~~ be advised that Council proposes to rely on ~~the powers under Ssection 85 of the Act Local Government (Building and Miscellaneous Provisions) Act 1993~~ to require ~~the provision of land for~~ public open space or ~~the payment of a cash in lieu contribution of cash in lieu of open space.~~

~~(c)~~ The determination whether land for public open space and/or a cash in lieu contributions will ~~is required, will be made through consultation with all relevant Council departments and in accordance with the principles within this policy.~~

~~(d)(c)~~ Council will negotiate with the applicant to secure land ~~to the satisfaction of Council~~ for public open space or a littoral ~~or riparian~~ reserves ~~or a riparian reserve during the assessment of a Plan of Subdivision. Where~~lf agreement cannot be reached Council may ~~refuse the subdivision exercise its powers under Ssection 85 of the Act Local Government (Building and Miscellaneous Provisions) Act 1993 to refuse to approve the Plan of Subdivision.~~

~~(e)(d)~~ Council may ~~Cconsultation~~ with the Crown ~~may occur~~ where ~~land~~it is proposed ~~to secure land~~ for a littoral ~~or riparian~~ reserves ~~or a riparian reserve.~~

~~3. Configuration of land for public open space~~

~~(j)~~ The arrangement of ways and ~~for~~ public open space ~~and littoral and riparian reserves within a subdivision should satisfy the following:~~



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- ~~i) — provide appropriate connections to with any adjoining roads, ways and neighbouring land with subdivision potential are provided through the provision of ways to the common boundary, as appropriate;~~
- ~~i) — connections with any neighbouring land with subdivision potential is provided through the provision of ways to the common boundary, as appropriate;~~
- ~~i) — connections with the neighbourhood to the surrounding road network are provided through the provision of ways to those roads, as appropriate;~~
- ~~i) — provide convenient access to local shops, community facilities, public open space and public transport routes is provided, as where appropriate;~~
- ~~i) — provide for new ways are designed so that adequate passive surveillance and community safety will be provided from development on neighbouring land and public roads as appropriate;~~
- ~~i) — support an easy to navigate provides for a legible movement network;~~
- ~~— have regard to relevant Council plans and strategies the route of new ways has regard to any pedestrian and cycleway, or public open space plan adopted by Council;~~
- ~~— maximise the protection of the natural values of the land;~~
- ~~i) — accommodate topographical and other physical conditions of the site into the design; and~~
- ~~— promote safety through passive surveillance new ways or extensions to existing ways must be designed to and the minimisation of opportunities for crime by adopting Crime Prevention Through Environmental Design (CPTED) principles.~~
 - ~~— entrapment or other criminal behaviour including, but not limited to, having regard to the following:~~
 - ~~— the width of the way.~~
 - ~~— the length of the way.~~
 - ~~— landscaping within the way.~~
 - ~~— lighting.~~
 - ~~— provision of opportunities for 'loitering';~~
 - ~~— the shape of the way (avoiding bends, corners or other opportunities for concealment).~~

3. Configuration of land for littoral reserves and riparian reserves

Land provided within a subdivision for littoral reserves and riparian reserves should satisfy the following:

- ~~(j) — the configuration of the reserve shall maximises the protection of the natural values of the land;~~



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- ~~(k) connections with any adjoining ways are provided through the provision of ways to the common boundary, as appropriate;~~
- ~~— connections with any neighbouring land with subdivision potential is provided through the provision of ways to the common boundary, as appropriate;~~
- ~~(l) connections with the neighbourhood road network are provided through the provision of ways to those roads, as appropriate;~~
- ~~(l) new ways are designed so that adequate passive surveillance will be provided from development on neighbouring land and public roads as appropriate;~~
- ~~(l) provides for a legible movement network;~~
- ~~(l) topographical and other physical conditions of the site are appropriately accommodated in the design; and~~
- ~~(l) the route of new ways has regard to any pedestrian and cycleway, or public open space plan adopted by Council~~

4. Standard of land at the time of transfer of ownership

Land provided within a subdivision for public open space, a littoral reserve or a riparian reserve must satisfy all the following at the time of the transfer of ownership:

- (a) the land must be free from declared weeds, rubbish, debris and contamination, or remediated to a standard suitable for its intended public open space use ~~treated for all weeds to the satisfaction of the Manager Sustainability and Environment~~ Property, Environment and Waste (or equivalent); and
- ~~(b) all rubbish and artifacts resulting from the previous use of the land must be removed;~~
- ~~(c)(b) where subdivision works to create the subdivision result in an alteration of the natural surface of the land and/or impact interference with native vegetation an approved landscaping plan is required. All works identified in the plan must be completed to the satisfaction of the Manager Sustainability & Environment before approval of the final plan.:~~
- ~~— a landscaping plan must be prepared and submitted for the approval of the Manager Property, Environment and Waste (or equivalent); and~~
- ~~— all works set out in the approved landscaping plan must be completed to the satisfaction of the Manager Property, Environment and Waste prior to approval of the Final Plan for the subdivision.~~

~~7.5. Establishment and maintenance of Open Space Reserve~~ Account

- (a) Council will establish and maintain a separate Open Space Reserve bank account for cash contributions received into which any cash provided in lieu of public open space as a result of Council's planning processes will be paid.



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(b) The Manager Development is responsible for ensuring cash in lieu contributions are invoiced and received prior to the sealing of the final plan.

~~(a) —~~

7. Expenditure from Open Space Reserve Account

(c) ~~Expenditure from the Open Space Reserve Account:~~Expenditure from the Open Space Reserve account must:

- i) ~~must be~~ in accordance with a Council resolution~~in line with Council's approved budget (operational and capital); and~~
- ii) only be used for the acquisition, development and improvement of public open space as required by the Act.
- ii) ~~must be in line with a joint recommendation from the Planning, Property and Environment sections of Council and endorsed by the Chief Financial Officer; and~~
- iii) ~~may only be used for the acquisition or improvement of land for public open space as per the requirements of the Local Government (Building and Miscellaneous Provisions) Act 1993.~~

~~(d) Any expenditure outside of budget allocations must be approved by Council (as required by s.82 of the Local Government Act 1993).~~

8. Funds Held in the Open Space Reserve Account

- ~~(a) Funds in the Open Space Reserve Account are the responsibility of the Manager Property, Environment and Waste (or equivalent) or their nominated delegate and are reviewed in the monthly forecasting process.~~
- ~~(b) Reconciliation of funds in the Open Space Reserve Account must be provided to the Chief Financial Officer or their nominated delegate and must be paid prior to the sealing of the Final Plan of Subdivision.~~



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BACKGROUND

~~The Tasmanian Planning Scheme – Glenorchy (TPSG) does not contain provisions requiring the assessment of whether an area of public open space should be provided when land is subdivided, and if so where and in what configuration, when a Plan of Subdivision is being assessed.~~

~~The former Glenorchy Interim Planning Schemes 2015 included provisions in Part D Zones, which were used in conjunction with Council's Subdivisions – Public Open Space Acquisitions and Contributions Policy to determine whether an area of public open space should be provided when a Plan of Subdivision was being assessed.~~

~~Section 85 of the Local Government (Building and Miscellaneous Provisions) Act 1993 however provides that Council may refuse to approve a Plan of Subdivision if it is of the opinion that the layout of the subdivision should be altered to include or omit public open space or littoral or riparian reserves.~~

~~The purpose of this Policy is to provide guidance for the exercise of the power under Section 85 of the Local Government (Building and Miscellaneous Provisions) Act 1993 and to ensure the requirement to provide land for public open space is addressed as early as possible in the process of securing a planning permit for subdivision.~~

DOCUMENT CONTROL

Version:	1.0	Commencement Date:	30 Aug 2022
Minutes Reference	Council meeting, Mon 29 Aug 2022, Item 07		
Previous Versions:	This Policy rescinds the 'Subdivisions – Public Open Space Acquisitions and Contributions Policy' and the 'Public Open Space Reserve and Expenditure Policy'.		
Responsible Directorate	Infrastructure and Works Environmental Services	Controller:	Manager Sustainability and Environment Development
ECM Document No.:	3157973		

COUNCIL POLICY



11/09/2026

Public Open Space Contribution

1. Purpose

This Policy provides a framework for Council to determine public open space requirements when land is subdivided.

2. Scope

This Policy applies to all applications for the subdivision of land within the municipality that result in the creation of new lots and increased demand for, or utilisation of, public open space. Boundary adjustments, consolidations and the creation of utility lots are excluded.

The objectives of this Policy are to ensure:

1. that public open space is provided where it provides maximum benefit for the community, having regard to the cost of its ongoing maintenance;
2. that the arrangement of ways and public open space provides for:
 - a. the provision of safe, convenient and efficient connections to assist accessibility and mobility of the community; and
 - b. the adequate accommodation of pedestrian and cycling traffic;
3. that land with natural values is secured as littoral reserves and riparian reserves where this results in the best long-term management of those values; and
4. decisions about public open space provision are made as part of the assessment of a subdivision application.

3. Related Documents

Not applicable

COUNCIL POLICY



4. Statutory Requirements

Acts	<i>Land Use Planning and Approvals Act 1993</i> <i>Local Government (Building and Miscellaneous Provisions) Act 1993</i>
Regulations	Not applicable
Australian/ International Standards	Not applicable

5. Definitions

The **Act** means the *Local Government (Building and Miscellaneous Provisions) Act 1993*.

cash in lieu of public open space means a monetary contribution calculated in accordance with section 117(2) of the Act, being an amount not exceeding five per cent of the improved value of the whole area comprised in the final plan, less any area provided for public open space and any littoral or riparian reserve created by the final plan [consistent with *Dourias MGH Pty Ltd v Clarence City Council* [2025] TASFC 10]

Council means Glenorchy City Council.

final plan means a final plan submitted to Council under the Act for the subdivision of land for which a permit has been granted under the *Land Use Planning and Approvals Act 1993*.

littoral or riparian reserve means an area with natural values that is up to 30 metres from the shore of the sea or the bank of a river, rivulet or lake.

Open Space Reserve account means a separate reserve bank account into which any cash provided in lieu of public open space is paid.

plan of subdivision means a plan submitted to Council for the purpose of a permit under the *Land Use Planning and Approvals Act 1993* in relation to subdivision of land.

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Policy means this Policy.

public open space means land used for public recreation or public gardens or for similar purposes.

subdivision means –

- (a) the act of subdividing; or
- (b) the block of land subject to an act of subdividing.

6. Policy Statement

1. Council's responsibilities

This Policy provides the framework for Council to:

- 1. secure public open space or littoral or riparian reserves through the subdivision process in accordance with the Act;
- 2. provide applicants with clarity about Council's requirements for public open space, reserves and cash in lieu contributions;
- 3. encourage early consideration of potential for public open space and reserves during the subdivision process; and
- 4. guide decisions on the provision of land or cash in lieu contributions under the Act.

2. Determining whether public open space is required

Guiding principles

All subdivisions creating new lots will contribute to an increased demand for public open space, however some subdivisions, because of their location and/or purpose, will not increase demand significantly.

Where public open space is not proposed; is proposed but is less than five per cent of the

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subdivision area; or what is proposed is not desired by Council, then a cash in lieu contribution will be required.

Every subdivision will be assessed on its merits and according to this Policy as to the requirement for an area of public open space and/or a cash in lieu contribution.

Public open space requirements

The provision of public open space or a contribution of cash in lieu will be required for all subdivision of land in all zones other than the Agriculture, Future Urban, Rural or Utilities zones, that results in increased demand or utilisation of public open space. It is generally anticipated that all subdivisions in other than the Agriculture, Future Urban, Rural or Utilities zones that result in the creation of new lots will increase the use or demand for public open space.

Public open space may be required if it is considered necessary to protect and/or provide public access to a significant natural or historic feature, or to preserve important habitat.

Areas proposed for public open space will be assessed having regard to:

1. accessibility and convenience for residents, including proximity to shops, community facilities, public transport and other public open spaces;
2. connectivity and permeability, including pedestrian linkages, connections to adjoining land, roads and ways, and contribution to the municipal trails network;
3. size, shape, gradient and suitability for a range of recreational activities and experiences;
4. safety, passive surveillance and opportunities to apply Crime Prevention Through Environmental Design (CPTED) principles;
5. protection and enhancement of environmental, cultural and visual values;
6. Council's capacity to develop, maintain and manage the land; and
7. consistency with relevant Council plans and strategies.

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Cash in lieu contributions

Cash in lieu of open space will be required where:

1. suitable public open space is not provided, or what is proposed is not desired by Council;
2. provision of public open space is not practicable; or
3. the public open space proposed is less than five percent of the subdivision area.

The amount of cash contribution will be determined by a valuation undertaken by a suitably qualified and registered valuer appointed, or approved, by Council. The valuation is to be undertaken in accordance with section 117(2) of the Act and will be based on the improved value of the whole area comprised in the final plan, including any balance lot. The cost of the valuation will be borne by the subdivider.

Consistent with *Dourias MGH Pty Ltd v Clarence City Council* [2025] TASFC 10, the valuation is to reflect the value of the land on an after-subdivision basis, on the assumption that the subdivision has taken effect and the subdivided lots are available for individual sale. The relevant valuation date is the date on which the final plan is lodged with the Recorder of Titles for acceptance under section 94 of the Act, or such other date as may be required by law.

Cash in lieu of open space must be paid prior to the sealing of the final plan of subdivision.

Assessment and determination

All relevant Council departments will be involved in any pre-lodgement discussions where a subdivision may require public open space, littoral or riparian reserves, or a cash in lieu contribution.

Applicants must be advised that Council proposes to rely on section 85 of the Act to require public open space or a cash in lieu contribution.

Council will negotiate with the applicant to secure land for public open space or littoral or riparian reserves. If agreement cannot be reached Council may refuse the subdivision under section 85 of the Act.

COUNCIL POLICY



Council may consult with the Crown where land is proposed for littoral or riparian reserves.

3. Standard of land at the time of transfer of ownership

Land provided within a subdivision for public open space, a littoral reserve or a riparian reserve must satisfy all the following at the time of the transfer of ownership:

1. the land must be free from declared weeds, rubbish, debris and contamination, or remediated to a standard suitable for its intended public open space use to the satisfaction of the Manager Sustainability and Environment; and
2. where subdivision works alter the natural surface of the land or impact native vegetation an approved landscaping plan is required. All works identified in the plan must be completed to the satisfaction of the Manager Sustainability & Environment before approval of the final plan.

4. Open Space Reserve account

Council will establish and maintain a separate Open Space Reserve account for cash contributions received in lieu of public open space.

The Manager Development is responsible for ensuring cash in lieu contributions are invoiced and received prior to the sealing of the final plan.

Expenditure from the Open Space Reserve account must:

1. be in accordance with a Council resolution; and
2. only be used for the acquisition, development and improvement of public open space as required by the Act.

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7. Version Control

Version	V 2.0	Adopted	28 September 2026	Commencement date	29 September 2026
Minutes reference	Item			Review period	4 years from adoption
Previous versions	V 1.0 adopted 29 August 2022 (Council meeting, Item 7)				
Responsible Directorate	Infrastructure and Development		Controller	Manager Development	
ECM Document no	Policies by Directorate				

COUNCIL POLICY

ENFORCEMENT POLICY



PURPOSE

This Policy explains how Glenorchy City Council approaches enforcement activities.

SCOPE

This Policy applies to all enforcement action taken by or on behalf of Glenorchy City Council.

Where legislation requires Council to follow specific processes or take a particular action, those legal requirements will take precedence over this Policy.

The objectives are to:

- (a) establish standards that guide Council's decision-making
- (b) promote a consistent, transparent and public-interest approach to enforcement;
- (c) set clear expectations for the community about how matters will be assessed and addressed.

Related documents:

- Dealing With Unreasonable Customer Conduct Policy
- Glenorchy City Council Customer Service Charter
- Complaints Management Policy

STATUTORY REQUIREMENTS

Acts	Any Tasmanian or Commonwealth Act or Regulations or By-law enforced by Glenorchy City Council
Regulations	N/A
Australian/International Standards	N/A

DEFINITIONS

Council means Glenorchy City Council

enforcement means the steps Council may take to encourage, require or compel compliance with the law. It ranges from information and practical assistance through to formal notices, infringement notices and court action.

POLICY STATEMENT

1. Fundamental Principles

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provide consistency in enforcement action for matters of non-compliance;¶
ensure that principles of transparency and procedural fairness are applied in all cases; and ¶
ensure that the enforcement action taken is proportionate to the alleged offence.

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Deleted: all action taken by Council in response to unlawful activity. The term 'enforcement action' includes (but is not limited to):¶
the provision of information, guidance and advice in relation to potential unlawful activity¶
the investigation and assessment of potential unlawful activity¶
the service of infringement notices¶
the issue of statutory orders and directions¶
the prosecution of offences¶
any actions ancillary to those listed above....



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All enforcement action taken by or on behalf of Council will be in accordance with the following principles:

Transparent and accountable

Council will make its approach clear, explain decisions and ensure its actions are open to appropriate oversight and review, subject to legal, privacy, confidentiality and operational constraints

Consistent

Similar matters should be approached in similar ways, while recognising that facts and legal requirements differ.

Fair and impartial

Decisions will be evidence-based, free from improper influence and made in accordance with procedural fairness.

Proportionate

The response will be matched to the seriousness, risk, harm and circumstances of the matter.

Respect, courtesy and professionalism

Council staff will treat persons affected by enforcement action with respect, courtesy and professionalism, in accordance with Council's Customer Service Charter.

Public Interest

Council will consider community benefit, the likely outcome, deterrence, cost and the responsible use of public resources.

Timely and effective

Council will act as soon as practicable and use the response most likely to achieve compliance

2. What the community can expect

When Council receives a report of possible non-compliance, the community can expect that Council will:

- assess the matter and determine whether it falls within Council's responsibilities;
- investigate matters where warranted;
- protect personal or confidential information where required by law;
- explain available review, appeal or complaint processes where relevant; and
- make decisions independently and based on the information available.

3. What Council expects from the community

Effective compliance and enforcement rely on cooperation between Council and the community. To support timely and informed decision-making, Council expects the community to:

- provide accurate and relevant information;
- cooperate with requests for information or access;
- avoid interfering with an investigation;
- allow Council a reasonable opportunity to assess and respond to the matter;
- understand that Council will prioritise matters according to risk, impact and available resources;

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Deleted: Council will scale its enforcement response to the seriousness of the breach. A more serious breach is likely to attract a more severe response.¶

Accountability¶

Council will explain decisions and make avenues of complaint or appeal available. Referrals will be provided to anyone requiring additional supports to understand and respond to the enforced action.¶

Responsibility¶

All enforcement officers have the responsibility to undertake a range of activities responses to encourage and enforce compliance. Before taking formal action Council will, where appropriate, provide advice and educate the public on how to achieve compliance and any required time frames.

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Deleted: <#>Council-wide Enforcement Procedure¶

The framework set out in this Policy is supported by an Enforcement Guide and Procedures (Enforcement Guide) that provides further guidance on how compliance with the Policy is to be achieved. ¶

Deleted: <#>Departmental Enforcement Procedures¶

Each Council department will develop and document its operations under its own specific internal enforcement procedures relevant to the Acts that it enforces. Departmental procedures must not be contrary to this Policy or the Enforcement Guide.¶ Departmental enforcement procedures will also set out a process to be followed for withdrawing an infringement notice or other form of enforcement action and ensure that robust procedures are in place to ensure consistency and procedural fairness. ¶

Delegation and Authorisation¶

Council employees must ensure that they hold the necessary statutory delegations and authorisations required to undertake the enforcement action and, if required, must be able to produce written evidence within a reasonable time frame. ¶ Any Council officer taking enforcement action must always carry their Council identification card and be able to produce it on request. ¶

Records to be kept¶

Council employees must ensure that they keep an appropriate record of all enforcement action which is to be of a sufficient standard and quality for use in any prosecution related to the unlawful activity.¶



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- understand that Council must remain impartial and cannot act as an advocate for any party;
- recognise that the outcome of an investigation may differ from the outcome sought by the complainant;
- respect legal and privacy limitations on what information Council can disclose.

4. How Council decides what to investigate

Council receives more reports and identifies more issues than it can address at the same time. It therefore assesses and prioritises matters according to risk, legal responsibility, available evidence and the effective use of available resources.

Matters that will receive priority

- an immediate or significant risk to health or safety
- serious or continuing environmental harm
- substantial or widespread community impact
- deliberate, repeated or ongoing non-compliance
- risk to important public assets or services
- a legal requirement for Council to act
- a need to preserve evidence or prevent further harm

When Council may take no further action

After an initial assessment or investigation, Council may decide not to investigate a matter further or take enforcement. This may occur where:

- no breach is identified
- Council is not the responsible authority
- there is insufficient information to support further investigation
- the issue is minor, technical or has little impact
- the matter has already been corrected or resolved
- the complaint is unreasonable, vexatious or lacks a reasonable basis
- action would not be in the public interest

A decision not to take enforcement does not mean Council approves the activity. It means that, after considering the circumstances, Council has decided that further action is not justified or appropriate at that time.

Compliance and enforcement options

Council will choose the option, or combination of options, most suitable for the circumstances. It does not have to start with the least formal option where the risk, seriousness or law supports stronger action.



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<u>Enforcement options</u>	<u>Description</u>
<u>Information and assistance</u>	<u>Explaining requirements and how compliance may be achieved.</u>
<u>Informal request or undertaking</u>	<u>Seeking voluntary action to correct or stop an issue</u>
<u>Warning</u>	<u>Giving a clear verbal or written warning and stating what may happen if non-compliance continues.</u>
<u>Notice, order or direction</u>	<u>Using a statutory power to require action, stop activity or remedy a breach.</u>
<u>Infringement notice</u>	<u>Issuing a financial penalty.</u>
<u>Abatement works</u>	<u>Taking authorised action where a person has not complied and seeking to recover costs where the law allows.</u>
<u>Prosecution</u>	<u>Court proceedings seeking penalties, orders or other legal remedies for serious cases.</u>
<u>No action</u>	<u>Closing the matter where further action is not warranted.</u>

5. Complaints about Council's handling of a matter

A person who is dissatisfied with how Council handled an enforcement matter may ask for a review of the decision. The review will consider whether Council followed the law, this Policy, relevant procedures, and whether the decision was reasonably supported by the information available.

Complaints about an enforcement officer's behaviour will be dealt with under Council's Complaints Management Policy.

6. Review or withdrawal of infringement notices

A person may request a review or withdrawal of an infringement notice in accordance with the law and Council's published or notified process. Council may also review a notice on its own initiative.

A request should explain the reasons for seeking a review or withdrawal and include supporting information. Council will consider whether the notice was lawfully and correctly issued and whether extenuating or other relevant circumstances justify withdrawal. Financial hardship will generally be managed through available payment arrangements rather than by withdrawing the infringement notice.

7. Disclosure and confidentiality

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Deleted: Any complaints received by Council in relation to enforcement action will be dealt with in accordance with Council's Customer Service Charter. This includes any complaints made to Aldermen/Elected Members. The complaint will initially be registered and sent to the relevant Council department to investigate and determine the most appropriate response in the circumstances.

Deleted: Unless the matter concerns the enforcement officer's behaviour or the person investigating the complaint considers that there is another reason to undertake further investigation, Council's response is restricted to:
 ensuring that this policy or the relevant enforcement procedure has been adhered to; and
 informing the complainant of any other internal or external appeal mechanisms available to them.
 Any steps taken in response to the complaint will be at the discretion of Council (through the officer with the appropriate delegation/authority). Council officers must have regard to this policy and the Enforcement Guide in determining the response to the complaint.

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Deleted: Section 24 of the Monetary Penalties Enforcement Act 2005 allows Council to withdraw an infringement notice on an application by a person or on its own motion.
 Council will only withdraw an infringement notice where the recipient is able to present satisfactory evidence to Council that:
 the infringement notice was issued erroneously or unlawfully (i.e. no offence was committed);
 there were exceptional circumstances outside of the offender's control that led to the offence being committed (e.g. a medical emergency or a vehicle breakdown), or
 In rare circumstances, leniency may be shown for person who has no history of prior infringements and there has been an apparently genuine and reasonable explanation for the person misunderstanding their legal obligations.
 Except in exceptional circumstances, Council will not consider a person's personal financial circumstances in determining whether to withdraw an infringement notice.



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Except where disclosure is required under the Right to Information Act 2009, Council will not provide complainants with details of an investigation or any resulting enforcement. While acknowledging the complainant’s interest in being informed, Council respects the privacy of any person who is under investigation or who has been the subject of enforcement.

Unless required by law, Council will not in any circumstances disclose the identity of the complainant. If information is to be shared with the individual alleged to be in breach, personal identifying information about the complainant will be redacted.

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DOCUMENT CONTROL

Version:	2.0	Commencement Date:	30 August 2022
Minutes Reference	Council meeting, 29 August 2022, Item 7		
Previous Versions:	Item 15 (30 July 2018) as per Council Minutes		
Responsible Directorate	Infrastructure & Works	Controller:	Manager Development
ECM Document No.:	#####		

COUNCIL POLICY



Enforcement

1. Purpose

This Policy explains how Glenorchy City Council approaches enforcement activities.

2. Scope

This Policy applies to all enforcement action taken by or on behalf of Glenorchy City Council.

Where legislation requires Council to follow specific processes or take a particular action, those legal requirements will take precedence over this Policy.

The objectives are to:

1. establish standards that guide Council's decision-making;
2. promote a consistent, transparent and public-interest approach to enforcement; and
3. set clear expectations for the community about how matters will be assessed and addressed.

3. Related Documents

- Dealing With Unreasonable Customer Conduct Policy
- Glenorchy City Council Customer Service Charter
- Complaints Management Policy

4. Statutory Requirements

Acts	Any Tasmanian or Commonwealth Act or Regulations or By-law enforced by Glenorchy City Council
Regulations	Not applicable
Policy	Not applicable

COUNCIL POLICY



5. Definitions

Council means Glenorchy City Council.

enforcement means the steps Council may take to encourage, require or compel compliance with the law. It ranges from information and practical assistance through to formal notices, infringement notices and court action.

6. Policy Statement

Fundamental Principles

All enforcement action taken by or on behalf of Council will be in accordance with the following principles:

Principle	What it means
Proportionate	The response will be matched to the seriousness, risk, harm and circumstances of the matter.
Consistent	Similar matters should be approached in similar ways, while recognising that facts and legal requirements differ.
Fair and impartial	Decisions will be evidence-based, free from improper influence and made in accordance with procedural fairness.
Transparent and accountable	Council will make its approach clear, explain decisions and ensure its actions are open to appropriate oversight and review, subject to legal, privacy, confidentiality and operational constraints.
Public interest	Council will consider community benefit, the likely outcome, deterrence, cost and the responsible use of public resources.
Respect, courtesy and professionalism	Council staff will treat persons affected by enforcement action with respect, courtesy and professionalism, in accordance with Council's Customer Service Charter.
Timely and effective	Council will act as soon as practicable and use the response most likely to achieve compliance.

COUNCIL POLICY



What the community can expect

When Council receives a report of possible non-compliance, the community can expect that Council will:

- assess the matter and determine whether it falls within Council's responsibilities
- investigate matters where warranted
- protect personal or confidential information where required by law
- explain available review, appeal or complaint processes where relevant
- make decisions independently and based on the information available.

What Council expects from the community

Effective compliance and enforcement rely on cooperation between Council and the community. To support timely and informed decision-making, Council expects the community to:

- provide accurate and relevant information
- cooperate with requests for information or access
- avoid interfering with an investigation
- allow Council a reasonable opportunity to assess and respond to the matter
- understand that Council will prioritise matters according to risk, impact and available resources
- understand that Council must remain impartial and cannot act as an advocate for any party
- recognise that the outcome of an investigation may differ from the outcome sought by the complainant
- respect legal and privacy limitations on what information Council can disclose.

How Council decides what to investigate

Council receives more reports and identifies more issues than it can address at the same time. It therefore assesses and prioritises matters according to risk, legal responsibility, available evidence and the effective use of available resources.

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Matters that will receive priority

- an immediate or significant risk to health or safety
- serious or continuing environmental harm
- substantial or widespread community impact
- deliberate, repeated or ongoing non-compliance
- risk to important public assets or services
- a legal requirement for Council to act
- a need to preserve evidence or prevent further harm.

When Council may take no further action

After an initial assessment or investigation, Council may decide not to investigate a matter further or take enforcement. This may occur where:

- no breach is identified
- Council is not the responsible authority
- there is insufficient information to support further investigation
- the issue is minor, technical or has little impact
- the matter has already been corrected or resolved
- the complaint is unreasonable, vexatious or lacks a reasonable basis
- action would not be in the public interest.

A decision not to take enforcement does not mean Council approves the activity. It means that, after considering the circumstances, Council has decided that further action is not justified or appropriate at that time.

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Compliance and enforcement options

Council will choose the option, or combination of options, most suitable for the circumstances. It does not have to start with the least formal option where the risk, seriousness or law supports stronger action.

Enforcement options	Description
Information and assistance	Explaining requirements and how compliance may be achieved.
Informal request or undertaking	Seeking voluntary action to correct or stop an issue.
Warning	Giving a clear verbal or written warning and stating what may happen if non-compliance continues.
Notice, order or direction	Using a statutory power to require action, stop activity or remedy a breach.
Infringement notice	Issuing a financial penalty.
Abatement works	Taking authorised action where a person has not complied and seeking to recover costs where the law allows.
Prosecution	Court proceedings seeking penalties, orders or other legal remedies for serious cases.
No action	Closing the matter where further action is not warranted.

Complaints about Council's handling of a matter

A person who is dissatisfied with how Council handled an enforcement matter may ask for a review of the decision. The review will consider whether Council followed the law, this Policy, relevant procedures, and whether the decision was reasonably supported by the information available.

Complaints about an enforcement officer's behaviour will be dealt with under Council's Complaints Management Policy.

COUNCIL POLICY



Review or withdrawal of infringement notices

A person may request a review or withdrawal of an infringement notice in accordance with the law and Council's published or notified process. Council may also review a notice on its own initiative.

A request should explain the reasons for seeking a review or withdrawal and include supporting information. Council will consider whether the notice was lawfully and correctly issued and whether extenuating or other relevant circumstances justify withdrawal. Financial hardship will generally be managed through available payment arrangements rather than by withdrawing the infringement notice.

Disclosure and confidentiality

Except where disclosure is required under the *Right to Information Act 2009*, Council will not provide complainants with details of an investigation or any resulting enforcement. While acknowledging the complainant's interest in being informed, Council respects the privacy of any person who is under investigation or who has been the subject of enforcement.

Unless required by law, Council will not in any circumstances disclose the identity of the complainant. If information is to be shared with the individual alleged to be in breach, personal identifying information about the complainant will be redacted.

Version Control

Version	V 3.0	Adopted	28 September 2026	Commencement date	29 September 2026
Minutes reference	Item			Review period	4 years from adoption
Previous versions	V2.0 adopted 29 August 2022 (Council meeting, Item 14) V 1.0 adopted 30 July 2018 (Council meeting, Item 15)				
Responsible Directorate	Infrastructure and Development		Controller	Manager Development	
ECM Document no	Policies by Directorate				

10. ENVIRONMENT

Community Goal – Valuing our Environment

No reports are on the agenda for this item.

11. GOVERNANCE

Community Goal – Leading our Community

11.1 FINANCIAL PERFORMANCE REPORT TO 31 AUGUST 2026

Author: Chief Financial Officer (Michael Sokulski)

Qualified Person: Director Community and Corporate Services (Tracey Ehrlich)

File Reference: Corporate and Financial Reporting

Executive summary

This report provides an overview of Council's financial performance for the year to date ending 31 August 2026. The reported operational result is \$194,000 favourable against budget.

The financial position can be influenced by several factors. This includes timing between the budget expectation and the actual occurrence of a financial transaction, as well as more permanent variations.

The operating revenue and expenditure position at the end of the current reporting period follows. It is important to note these figures are not cash but are based on accrual accounting as required by the accounting standards.

- Revenue is \$70.384 million, recording a \$34,000 unfavourable variation to budget.
- Expenditure is \$14.736 million, recording a \$229,000 favourable variation to budget.

As actual revenue and expenditure is tracking generally in line with the budget allocation, there are no budget adjustments proposed this month.

In relation to non-operating items that primarily relate to assets, the variation to budget can vary in scale as it is difficult to budget in advance of the source event:

- Capital grant revenue is \$173,000 against the annual \$1.278 million budget
- No non-monetary assets have been recorded against the annual budget of \$2.625 million.
- Gain on disposal of assets / derecognition of assets is \$63,000 against the annual loss of \$1.375 million
- No assets have been written off against the annual budget of \$700,000.
- There have been no monetary contributions received to date.

Disposal or writing off assets is not necessarily cash related but rather depends on the relationship between sale price (if applicable), book value, residual value and timing of the derecognition.

Year-to-date expenditure on the capital works program totals \$1.940 million compared to the budget allocation of \$1.289 million.

The Glenorchy War Memorial Pool has approximately 99% of the contract works completed as at mid-September. Final works under the head contract are being completed over the final week followed by commissioning and site clean-up.

Total project expenditure of \$6.686 million has been incurred to date against the overall project budget of \$6.500 million. Project expenditure remains on track, with approved contractual variations totalling \$162,932 incurred to date representing 2.6% of the contract value.

The project remains on budget and largely on track for the 1 October opening, although the timelines are weather & operationally dependent as per previously mentioned.

Further details on financial performance, capital works, and variance analysis are provided in **Attachment 1** to this report.

Recommendation

That Council:

1. RECEIVE and NOTE the attached report on Council's financial performance to 31 August 2026.

Community Plan Reference	Leading Our Community We are a leader and partner that acts with integrity and upholds our community's best interests. We responsibly manage our community's resources to deliver what matters most.
Strategic Plan Reference	Communicate effectively with our community and stakeholders about what Council is doing. Manage the City's assets responsibly for the long-term benefit and growth of our community. Deploy the Council's resources effectively to deliver value while being financially responsible. Manage compliance and risk in Council and our community through effective systems and processes.
Consultation / Engagement	Executive Leadership Team. All Managers. Community consultation was not required due to the regular and operational nature of this report.
Resources	Not applicable
Risk / Legal / Legislative / Reputational	1. Financial Risk There is an ongoing risk of revenue or expenditure variations arising later in the financial year due to economic conditions, timing of grant receipts, inflationary pressures, or unplanned maintenance requirements. Continuous monitoring and quarterly reviews mitigate this risk. 2. Budget Management Risk If budget variations are not appropriately approved or reflected in future reporting, Council may lose visibility over true financial performance. Regular review and alignment of budget estimates, as proposed in this report, reduces this risk. 3. Capital Delivery Risk Delays in the delivery of capital works or the use of carried forward grant funds may result in project underspend or deferred community benefits. This risk is mitigated through project monitoring and separate Capital Works reporting. 4. Compliance Risk Failure to report or approve budget adjustments in accordance with Section 82(4) of the Local Government Act 1993 could lead

	to non-compliance with legislative requirements. This is mitigated by ensuring Council approval of all budget variations. 5. Operational Risk Timing differences in expenditure recognition, staff vacancies, and supplier delays can create short-term fluctuations in reported results. These are managed through monthly reviews and adjustments to ensure reports reflect the true financial position. 6. Reputational Risk Inaccurate or inconsistent financial reporting may undermine public confidence in Council's financial management. Transparent financial reporting and the inclusion of explanatory notes help maintain community trust and accountability.
2026/27 Budget Allocation	The Financial Performance Report details actual results against budget.
Life of Project, Service, Initiative or (Expectancy of) Asset	Not applicable
2026/27 Budget Reconsideration	Not applicable
Ongoing Costs (e.g. maintenance, operational)	Not applicable
Other Funding Sources	Not applicable

Report in detail

Financial Performance Report

1. Details of Council's Financial Performance Report (Report) for the year-to-date ending 31 August 2026 is included in **Attachment 1**.
2. The Report highlights Council's operating result at the end of the reporting period is \$194,000 favourable to budget.
3. There are relatively stable results being reported across the organisation at this early stage of the financial year, so no budget adjustments are proposed in this report.

4. However, there is currently instability affecting the economy which in turn may affect Council. These are being watched closely by senior management and may require budget adjustments in the future.

Revenue

5. Year-to-date operational revenue is \$70.384 million compared to budgeted operational revenue of \$70.418 million. This represents an unfavourable result of \$34,000 or 0.05% against budget.
6. The revenue budget is broadly in line with forecast expectations across most revenue streams at this early stage of the financial year.
7. Revenue from general rates, kerbside waste collection and leases / licences is secure. Revenue from planning / building applications, landfill gate fees and childcare places is susceptible to external pressures and is monitored closely.

Expenditure

8. Year-to-date operational expenditure is \$14.736 million compared to budgeted expenditure of \$14.965 million. This represents a favourable result of \$229,000 or 1.5% against budget.
9. The expenditure budget is broadly in line with forecast expectations across most programs at this early stage of the financial year.
10. Expenditure on employee expenses is generally fixed for the year, subject to subsequent vacancies savings and recruitment costs. Expenditure incurred using contractors and purchase of materials is susceptible to price fluctuations and is being monitored closely.

Non-operating – Capital Grant Revenue

11. Capital grant revenue is \$173,000 against the annual \$1.278 million budget.
12. Roads to Recovery funding constitutes the majority of capital grant funding. The project nominated for this year's funding is *Main Road, Glenorchy - Between Gavitt Street and Windsor Street*.

Non-operating – Monetary Contributions

13. No monetary contributions have been received, and no budget is provided due to the ad-hoc nature of this revenue.
14. Typically, this revenue is held in reserve to fund future capital works where current developments will impose capital upgrades on Council earlier than anticipated.

Non-operating – Net Gain/(Loss) on Disposal / Derecognition of Assets

15. Disposal of assets currently records a gain of \$63,000 against an annual budget loss of \$1.375 million.
16. Activities in this area are related to physical disposal of obsolete computer equipment, minor plant, vehicle changeovers, surplus land and residual infrastructure assets.

17. The sale price of all disposed assets is tempered by the expense in writing down the book value of those assets. There is also an allowance for derecognised assets when the physical asset is redundant.

Non-operating – Contributions Non-Monetary Assets

18. No non-monetary assets have been recorded against the annual budget of \$2.625 million.
19. Typically, these are donated/gifted assets received from subdivisions and like developments, as well as assets found not to be currently recorded in the asset register.

Non-operating – Assets Written Off

20. No assets have been written off against the annual budget of \$700,000.
21. Typically, this relates to the value of assets that have reached the end of their useful lives early and have been replaced.

Capital Works

22. Year-to-date capital works expenditure is \$1.940 million against the allocated budget of \$1.289 million.
23. The capital program is being assisted by favourable weather and expenditure is ahead of the budget allocation.
24. Separate quarterly capital update reports will continue to be provided to Council and will include recommendations for variations to the capital program or budget where necessary.

Glenorchy War Memorial Pool update

25. A total project expenditure of \$6.686 million has been incurred to date against the overall project budget of \$6.500 million.
 - Change Room Building
 - The Building Surveyor has issued the Final Certificate of Occupancy
 - New entry and wayfinding signage has been installed
 - The Changeroom Building is complete
 - Pool Structure
 - The Pool has been filled with water
 - Tiling to the accessible pool ramp is complete – Building Surveyor inspected 16/09/2026
 - Pool handrails have been completed and installed
 - The equipotential loop installation is complete
 - Painting of the pool shell is complete
 - New pool lane ropes have been installed

- Plant Room
 - The solar heating system has been connected
 - The pool gas heating unit has been installed
 - Installation of the new pool pumps has been completed
 - Filtration board contractor currently adjusting internal systems
 - The heat exchanger unit has been installed
- Site Works
 - Grandstand stair works have been completed
 - Installation of the new roof-mounted PVC pool water heating system has been completed
 - Construction of the new suspended slab over the services tunnel between the Plant Room and Pool has been completed
 - Installation of the equipotential loop to the toddlers' pool is complete
 - Painting of the toddlers' pool has been completed
 - Existing paving between the pool shell and the Change Room Building is complete
 - The chemical delivery bund is complete

Note: During testing, a pipe failure was identified in a section that was outside the original scope of works. The contractors have addressed the issue and progressed the final commissioning testing.

- Changing Places Pod
- Delivery of the Pod has been completed, with construction of the access ramps and pathways finalised
 - Building Surveyor has completed final inspection
- Construction of the accessible parking bays adjacent to the Pod has been completed
 - Paving to the surrounding areas is ready for completion
- Fencing to the immediate vicinity to the Pod completed
- Council staff are also coordinating the following activities on site:
- Installation of Mural wall art to changeroom building and Pod currently substantially underway
 - Installation of Interpretive History installations to Changeroom Entry Foyer will occur over the final week of September
- Coordinating with Belgravia Leisure leading up to site handover and ongoing operations, including furniture, services, etc.

- Council's facilities staff are undertaking additional works to the pool site including:
 - Pool Entry works to frontage of Changeroom Building – due for completion late September
 - Security systems & CCTV (90% complete) installation to pool site and foyer area
 - BBQ & Shelter installation - complete
 - New instantaneous gas hot water units to changerroom showers (not in Builders' scope) – completed
- Pool site fencing replacement – extend from Pod to rear fencing along rivulet back to chemical shedding – substantially underway

Budget variations

26. There are no budget variations proposed in this report.

Further information

27. Further details on revenue, expenditure and capital works figures are provided in **Attachment 1** to this report.

Attachments

1. Attachment 1 - Financial Performance Report August 2026 [**11.1.1** - 9 pages]



Monthly Financial Performance Report for the year-to-date ending 31 August 2026

Statement of Comprehensive Income

Statement of Comprehensive Income to 31 August 2026					
Year-to-Date (YTD)	Note	FY2027 Budget \$'000	FY2027 Actual \$'000	FY2026 Actual \$'000	FY2027 Variance Budget to Actual
Operating Revenue					
Rates	1	57,809	57,725	54,691	-84
User charges and licences	2	10,610	10,562	9,534	-48
Interest	3	164	208	-11	44
Grants	4	1,814	1,840	1,716	26
Contributions - cash	5	-	31	1	31
Investment income from Tas Water	6	-	-	-	-
Other income	7	20	17	106	-4
Total Operating Revenue		70,418	70,384	66,037	-34
Operating Expenditure					
Employment costs	8	5,826	5,887	5,351	-61
Materials and services	9	5,838	5,615	3,630	223
Depreciation and amortisation	10	3,217	3,148	2,778	68
Finance costs	11	-	-	-	-
Bad and doubtful debts	13	-	-	-	-
Other expenses	14	84	86	229	-2
Total Operating Expenditure		14,965	14,736	11,987	229
Total Operating Surplus/(Deficit)		55,453	55,648	54,049	194
Non-Operating Revenue					
Contributions – non-monetary assets	15	-	-	-	-
Net gain/(loss) on disposal of property, infrastructure, plant and equipment	16	-	63	63	63
Capital grants received specifically for new or upgraded assets	17	-	173	4,720	173
Contributions –monetary	18	-	-	-	-
Total Non-Operating Revenue		-	237	4,783	237
Non-Operating Expenses					
Assets written off	12	-	-	-	-
Total Non-Operating Expense		-	-	-	-
Total Surplus/(Deficit)		55,453	55,885	58,833	431

Operating Revenue

Year-to-date operational revenue is \$70.384m compared to budgeted operational revenue of \$70.418m. This represents an unfavourable result of \$34k or 0.05% against budget.

- i. All noted amounts are reported as variance to budget as of 31 August 2026.
- ii. Rounding to the nearest '000 may affect some totals or calculations slightly

Note 1 – Rates Revenue

Unfavourable against the year-to-date \$57.809m budget by \$84k, noting new unbudgeted charitable general rate remissions (\$80k).

Note 2 – User Charges and Licences Revenue

Unfavourable against the year-to-date \$10.610m budget by \$48k, noting landfill fees decrease (\$225k), offset by kerbside waste management charges increase (\$104k).

Note 3 – Interest on Investments

Interest on cash and investments is \$208k against an annual budget of \$1.675m. Interest received from at-call accounts is \$70k, from reserve accounts is \$27k and from quarterly term deposits is \$111k.

Note 4 – Operating Grants

Operating grant revenue is \$1.840m against the annual \$8.421m budget, noting major grant revenue for Humphreys Rivulet Rehabilitation (\$592k), Glenorchy Youth Hub (\$300k), Northern Suburbs Transport Corridor Plan (\$250k) and Childcare Subsidies (\$332k).

Note 5 – Contributions - Cash

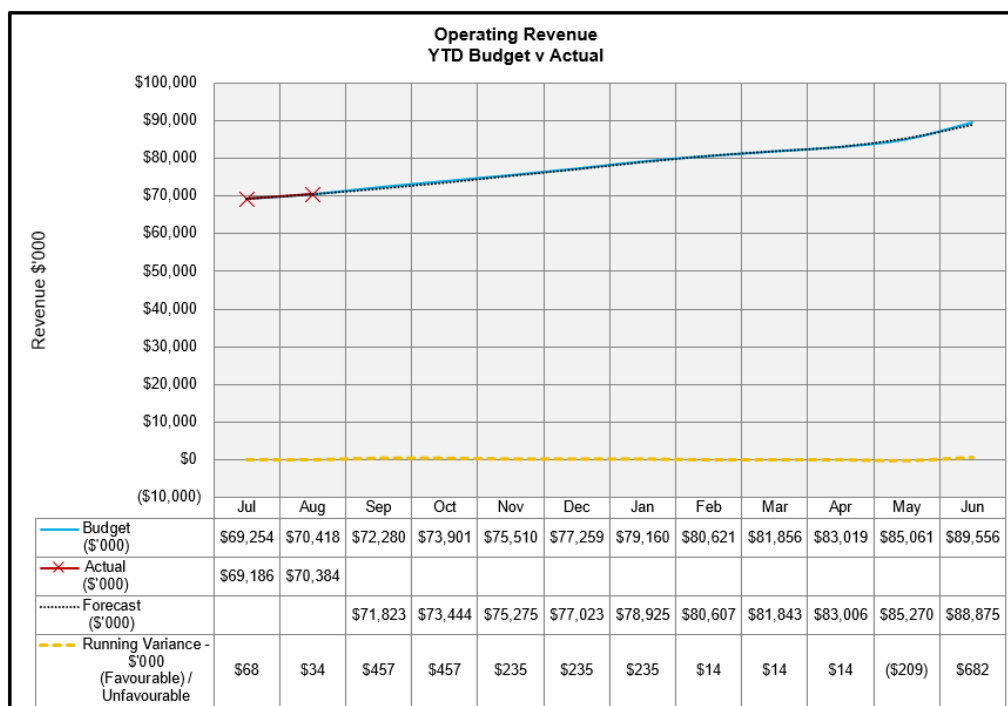
Cash contributions received year-to-date are \$31k against an annual budget of \$23k, noting this budget covers planning cash-in-lieu (\$10k budget / \$30k received) and private stormwater connection permits (\$13k budget / \$1k received). These are reactive and rely on customer-initiated activity to generate revenue.

Note 6 – Tas Water Income

No dividends have been received year-to-date against an annual budget of \$1.874m.

Note 7 – Other Income

Materially on target against the year-to-date budget of \$20k, noting no variations to report.



Operating Expenditure

Year-to-date operational expenditure is \$14.736m compared to budgeted expenditure of \$14.965m. This represents a favourable result of \$229k or 1.50% against budget.

- i. All noted amounts are reported as variance to budget as of 31 August 2026.
- ii. Rounding to the nearest '000 may affect some totals or calculations slightly

Note 8 – Employment Costs

Unfavourable against the year-to-date \$5.826m budget by \$61k with slightly lower vacancies compared to budget.

Note 9 – Materials and Services Expenditure

Favourable against the year-to-date \$5.838m budget by \$223k, noting generally on track or minor offsetting expenditure across most programs.

Note 10 – Depreciation and Amortisation

Favourable against the year-to-date \$3.217m budget by \$68k, noting minor variations across all asset classes.

Note 11 – Finance Costs

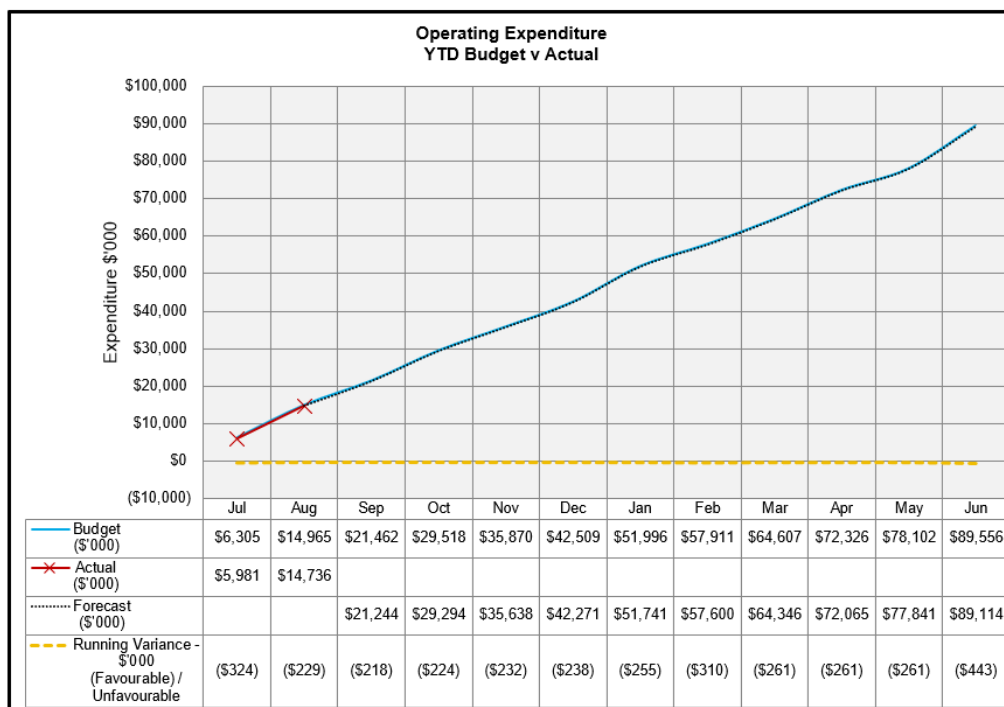
No finance costs have been recorded year-to-date and Council has no borrowings.

Note 13 – Bad and Doubtful Debts

No bad debts have been recorded against the \$20k annual budget.

Note 14 – Other Expenses

Materially on target against the year-to-date budget of \$84k, noting no variations to report.

**Non-Operating Revenue****Note 15 – Contributions – Non-Monetary Assets**

No non-monetary assets have been recorded against the annual budget of \$2.625m.

Note 16 – Gain or Loss on Disposal of Assets / Derecognition of Assets

Gain on disposal of assets is \$63k against the annual loss of \$1.375m budget, noting the sale price of two vehicles by auction (\$63k).

Note 17 – Capital Grants

Capital grant revenue is \$173k against the annual \$1.278m budget.

Note 18 – Contributions - Monetary

No contributions-monetary capital revenue has been received and no budget is provided.

Non-Operating Expenditure

Note 12 – Assets Written Off

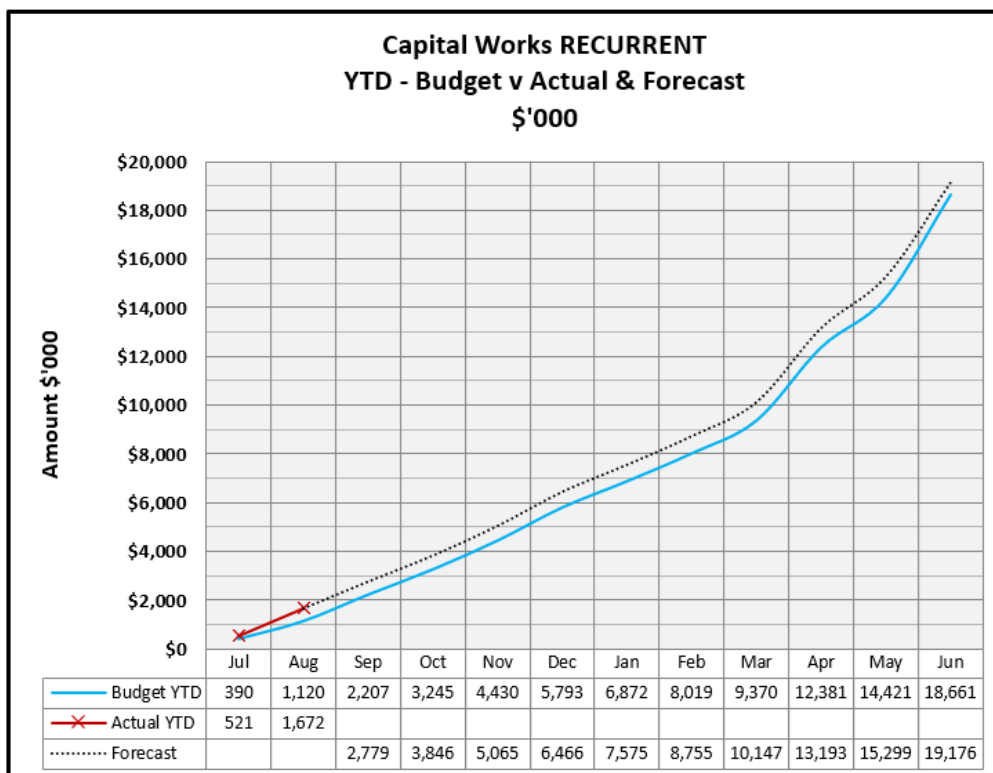
No assets have been written off against the annual budget of \$700k.

Capital Works

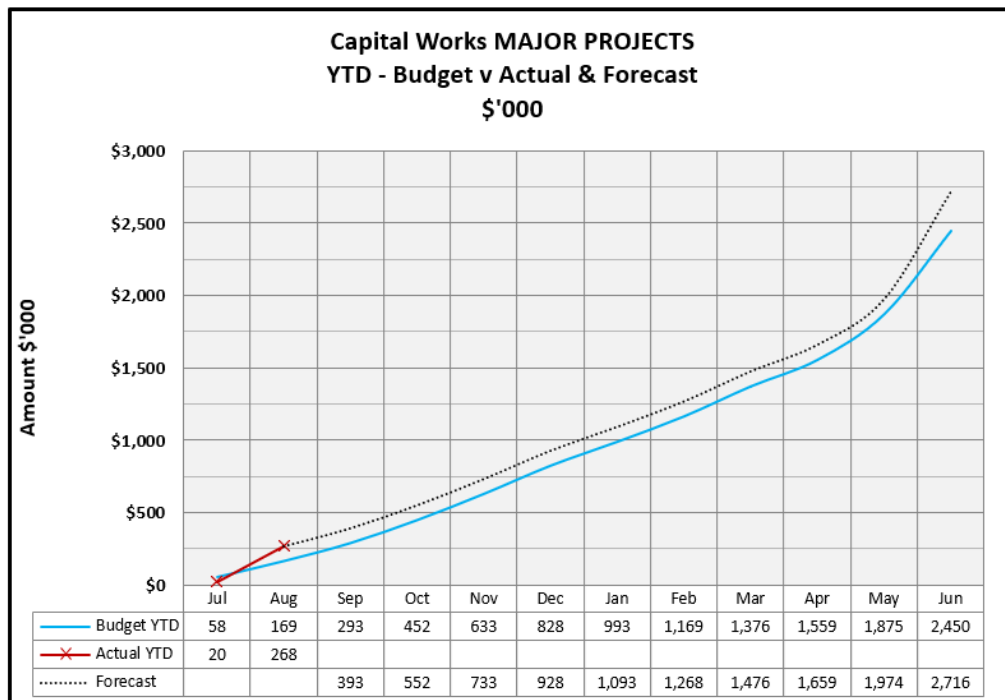
Year-to-date Capital Works expenditure is \$1.940m against the nominated year-to-date budget of \$1.289m with the expenditure split between Recurrent and Major projects being:

- RECURRENT: \$1.672m has been expended against a budget of \$1.120m
- MAJOR PROJECTS: \$268k has been expended against a budget of \$169k

Capital Program – Recurrent



Capital Program – Major Projects

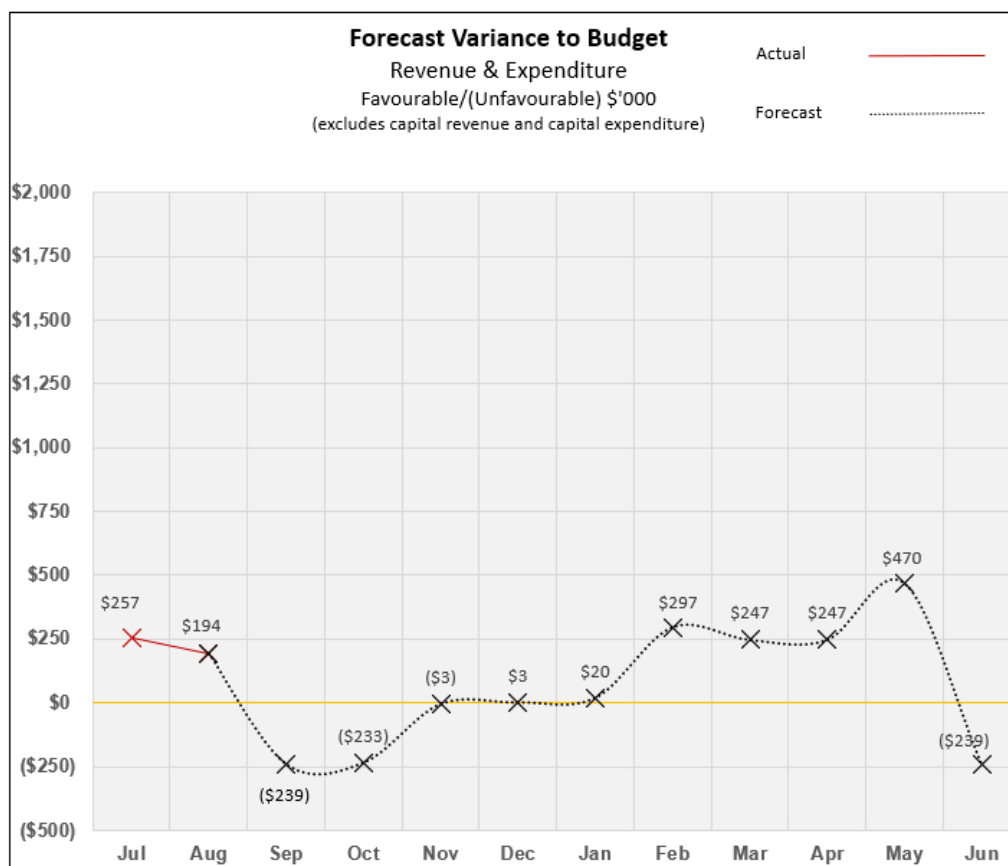


The following projects form the Major Projects capital works program:

Project	YTD Actual	ANNUAL Budget	ANNUAL Forecast
102656 - Tolosa Park Destination Playspace	\$1,541	\$1,700,000	\$1,700,000
102658 - Wilkinsons Point Ferry Terminal Contribution	\$0	\$500,000	\$500,000
102490 - International Food Garden	\$445	\$150,000	\$150,000
102657 - Landfill Hazardous Waste Storage	\$0	\$100,000	\$100,000
Various Unbudgeted Expenditure on Carryover Projects	\$266,482	\$0	\$0
TOTALS	\$268,468	\$2,450,000	\$2,450,000

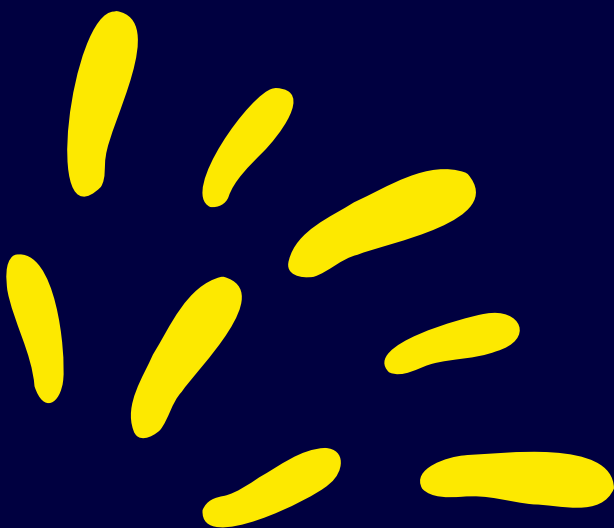
Operating Forecast to 30 June 2027

The forecast through to 30 June 2027 is currently showing an unfavourable end of year result of \$239k based upon (a) the actual variation reported year-to-date at 31 August 2026 and (b) all remaining months achieving forecast.



Adjustments to amounts previously reported

There are instances where ledger adjustments are required in respect of amounts reported in prior periods. These adjustments will be visible when comparing this report against previously presented Financial Performance Report.



11.2 POLICY UPDATE: GRIEVANCES INVOLVING CHIEF EXECUTIVE OFFICER (CEO)

Author: Manager Stakeholder and Executive (Christine Lane)
Governance Officer (Poorni Wanigasekara)

Qualified Person: Director Community and Corporate Services (Tracey Ehrlich)

File Reference: Policies by Directorate

Executive summary

The Grievances Involving the Chief Executive Officer Policy has been reviewed following the completion of its four-year review period. The Policy remains fit for purpose, with only minor administrative and formatting amendments proposed. It is recommended that Council adopt the updated Policy.

Recommendation

That Council:

1. ADOPT the Grievances involving Chief Executive Officer Policy in the form of **Attachment 2**.

Community Plan Reference	Leading Our Community We are a leader and partner that acts with integrity and upholds our community's best interests. Transparent and accountable government.
Strategic Plan Reference	Make informed decisions that are open and transparent and in the best interests of our community. Manage compliance and risk in Council and our community through effective systems and processes.
Consultation / Engagement	Not applicable
Resources	Not applicable
Risk / Legal / Legislative / Reputational	Adopt recommendation: Provides a clear and fair process for managing grievances involving the CEO, supporting good governance and risk management. Do not adopt recommendation: Council may lack a consistent and transparent process for handling grievances involving the CEO, increasing governance and procedural risk.
2026/27 Budget Allocation	Not applicable
Life of Project, Service, Initiative or (Expectancy of) Asset	Not applicable
2026/27 Budget Reconsideration	Not applicable
Ongoing Costs (e.g. maintenance, operational)	Not applicable
Other Funding Sources	Not applicable

Proposal in detail

1. The Grievances Involving the Chief Executive Officer (CEO) Policy was adopted by Council on 28 November 2022 and has been reviewed following the completion of its four-year review period.
 - **Attachment 1** is a copy of the 2022 Policy with tracked changes.
 - **Attachment 2** is a copy of the recommended updated Policy
2. The Policy continues to establish the principles and procedures for dealing with a formal grievance where the CEO is named as the respondent. The Policy includes:
 - a process for making a formal grievance against the CEO
 - a process for the Mayor to undertake a preliminary assessment of a grievance
 - the circumstances in which a full investigation may be undertaken and the process that applies
 - requirements relating to natural justice and procedural fairness
 - available resolution mechanisms
 - potential outcomes following an investigation
3. The proposed amendments are minor and administrative in nature. They include:
 - replacing references to "General Manager" with "Chief Executive Officer (CEO)"
 - adding a definition for Chief Executive Officer
 - updating formatting to align with Council's current style guide
4. No substantive changes have been made to the Policy's intent, operation, or requirements. In accordance with Council's Policy Renewal Guide, the amendments do not require broader consultation as they are limited to administrative and formatting updates.
5. The Policy is operating effectively and remains fit for purpose. Accordingly, it is recommended that Council adopt the updated Grievances Involving the Chief Executive Officer Policy.

Attachments

1. Grievances Involving the General Manager Policy 2022 - Tracked Changes [**11.2.1** - 7 pages]
2. Grievances Involving the Chief Executive Officer Policy 28 September 2026 - Clean Version [**11.2.2** - 7 pages]

COUNCIL POLICY

GRIEVANCES INVOLVING THE GENERAL MANAGERCHIEF EXECUTIVE OFFICER



PURPOSE

The purpose of this Policy is to set out the principles and procedures for dealing with a ~~F~~formal ~~g~~Grievance where the position of ~~General Manager~~Chief Executive Officer (CEO) is named as a ~~Respondent~~respondent.

SCOPE

This policy applies to all [Glenorchy City Council \(Council\)](#) employees, including the ~~General Manager~~CEO.

This policy does not apply to a grievance made against the ~~General Manager~~CEO under the Public Interest Disclosures Act 2002.

STRATEGIC PLAN ALIGNMENT

Making Lives Better

~~Objective 1.1 — Know our communities and what they value~~

~~Strategy 1.1.1 — Guide decision making through continued community engagement based on our community plan~~

Leading Our Community

~~Objective 4.1 — Govern in the best interests of our community~~

~~Strategy 4.1.1 — Manage Council for maximum efficiency, accountability and transparency~~

~~Strategy 4.1.3 — Maximise regulatory compliance in Council and the community through our systems and processes~~

~~Objective 4.2 — Prioritise our resources to achieve our community's goals~~

~~Strategy 4.2.1 — Deploy the Council's resources effectively to deliver value~~

STATUTORY REQUIREMENTS

Acts	Anti-Discrimination Act 1998 Work Health & Safety Act 2012 Workers Rehabilitation Compensation Act 1988 Local Government Act 1993 Human Rights & Equal Opportunity Commission Act 1986 (Cth) Racial Discrimination Act 1975 (Cth)
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	Sex Discrimination Act 1984 (Cth) Disability Discrimination Act 1992 (Cth) Age Discrimination Act 2004 (Cth) Fair Work Act 2009 (Cth)
Regulations	N/A
Australian/International Standards	N/A

DEFINITIONS

Chief Executive Officer means the Glenorchy City Council CEO or delegate.

Complainant means the person making the complaint.

Grievance means a complaint made under this Policy. It is expected this may involve behaviour or action of the ~~General Manager~~CEO which has, or is likely to have, an unreasonable negative impact on the third party or creates an unsafe working environment.

Contact Officer means a trained employee whose role is to inform and support either the person making a complaint or a person who has a complaint made against them.

EAP means Employee Assistance ~~Programme~~Program.

Formal Grievance grievance means a complaint involving matters of a serious nature, or where the parties are unable to resolve the complaint through a discussion.

~~General Manager means the Glenorchy City Council General Manager or delegate.~~

Investigative body means an entity such as Tasmania Police, the Ombudsman, Integrity Commission, Fair Work Commission, Tasmanian Civil and Administrative Tribunal, Magistrates Court, Council Audit Panel, Auditor-General's Office, or ~~Local government~~Government Board of Inquiry.

Mayor ~~includes means the Mayor or~~ the Mayor's delegate.

Respondent means the person or persons who have had a complaint made against them.

POLICY STATEMENT

1. Objective



Council recognises its obligations under Commonwealth and State legislation as set out above and will comply with that legislation.

All formal ~~Grievances~~ grievances where the position of ~~General Manager~~ CEO is a named ~~Respondent~~ respondent are to be managed in accordance with the processes and procedures set out in this Policy.

2. The Grievance Process

Making a Formal Grievance

A formal grievance:

- ~~m~~A must be in writing
- ~~s~~S should identify all of the parties involved
- ~~s~~S should include full details of the grounds of the complaint(s)
- ~~s~~S should include all relevant documents, ~~and~~
- ~~s~~S should be addressed to the Mayor.

Handling a Formal Grievance

- Staff, including the ~~General Manager~~ CEO, must notify the Mayor of the receipt of any ~~Grievance~~ grievance as soon as reasonably practicable.
- The Mayor will acknowledge receipt of a ~~Formal~~ formal ~~Grievance~~ grievance within five (5) working days of receiving it.
- If the ~~c~~Complainant is an employee of Council, the Mayor will offer them the assistance of a Council Contact Officer.
- The Mayor will, as a first step, determine if the ~~Grievance~~ grievance is of a sufficient gravity to constitute a ~~Formal~~ formal ~~Grievance~~ grievance. The ~~Complainant~~ complainant may be requested to provide further information.
- If it is determined that the ~~Grievance~~ grievance is not of sufficient gravity to constitute a ~~Formal~~ formal ~~Grievance~~ grievance, a direction will be made that it be dealt with informally in accordance with a process determined by the Mayor.
- If the subject matter of the ~~Grievance~~ grievance is to be investigated by, or is to be under the direction of, an ~~i~~Investigative body, then the Mayor may suspend any action on the ~~Grievance~~ grievance until that investigation is concluded.

Preliminary Investigation

The Mayor will conduct an initial assessment of the Formal Grievance. They will:

- ~~A~~advice the ~~Complainant~~ complainant how the process will be managed. This may include interviewing the ~~v~~Complainant to clarify any matters. EAP will be offered and information on Council Contact Officers will be provided.
- ~~N~~otify the ~~Respondent~~ respondent and advise them of the substance of the complaint and obtain their response to it. EAP is offered.



- Decide whether further information is required from the Complainant.
- Decide whether the Formal Grievance warrants any further investigation and if so, how and by whom that investigation will be conducted (Full Investigation).
- Decide whether it is appropriate to refer the parties to mediation, and
- Decide if the grievance is frivolous or vexatious or without foundation and dismiss it.

Full Investigation

If a full investigation is necessary, the following principles and procedures will apply:

- The Mayor will appoint an independent person or organisation to undertake the investigation.
- The Respondent will be provided with full details of the grievance and given fourteen (14) calendar days to respond to it. This includes being given copies of all documents relied on by the Complainant where appropriate.
- the Complainant will be provided with full details of the Respondent's response to it and will be given seven (7) calendar days to respond to any new and relevant matters raised in response. This includes seeing copies of all documents relied on by the Respondent to the Formal Grievance where appropriate.
- Time frames can be extended by the Mayor.
- Both parties will be entitled to have a support person present during any meetings or discussions about the grievance.
- Other persons who are witnesses or have relevant knowledge related to the grievance may be interviewed.
- All parties will be offered support through the EAP throughout the process.
- If the Formal Grievance involves credible allegations of serious criminal conduct, it will be referred to Tasmania Police for investigation. If the Formal Grievance becomes the subject of a criminal investigation by Police, the Formal Grievance handling process will be suspended until that investigation has been completed and Council has been notified of the outcome.

Resolution

The Mayor will consider all the evidence and make a decision in writing. The Complainant and Respondent will be provided with a copy of the written decision as soon as reasonably practicable following the investigation of the grievance.

The decision will specify:

- whether the Formal Grievance is substantiated
- what further action will be taken, and
- whether the Formal Grievance has not been substantiated and is dismissed.
- In some cases, the parties may be required to participate in mediation even though the Formal Grievance has not been substantiated.



Natural Justice and Procedural Fairness

Natural justice, procedural and substantive fairness will be afforded at all stages of the process. Both parties will be kept informed of progress throughout the process.

Respondents will be treated in accordance with the following principles of procedural fairness:

- they will be fully informed of any allegations against them
- they will be given the opportunity to respond, ~~and~~
- they will be afforded fair decision making that is without bias.

Natural justice will be afforded to all persons whose rights or interests may be affected. Natural justice means the person affected must have the opportunity to:

- show cause why a particular action should not be taken
- put forward arguments supporting their position
- deny any adverse allegations and provide evidence in support
- present alternative explanations for particular matters, ~~and~~
- request that a decision or determination is reviewed.

The standard of proof adopted in this area will be based on the civil standard (the balance of probabilities).

Outcomes

If the grievance is substantiated the following may occur:

- the parties may be required to attend mediation
- the ~~r~~Respondent may be required to apologise
- the ~~r~~Respondent may be counselled
- the ~~r~~Respondent may be given a written or verbal warning
- the ~~r~~Respondent may be required to undertake training, ~~or~~
- the ~~r~~Respondent's employment may be terminated.

If a Grievance is Withdrawn

If a grievance is withdrawn the Mayor may do any of the following:

- conduct a meeting with the ~~c~~Complainant to ascertain why the grievance has been withdrawn
- ask that the ~~c~~Complainant apologise for lodging a grievance against the ~~r~~Respondent
- require the parties to attend mediation
- continue to investigate if deemed to be in the public interest, ~~or~~
- conclude that the complaint was vexatious, frivolous or malicious.



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DOCUMENT CONTROL

Version:	2.0	Adopted	DD Month YYYY	Commencement Date	DD Month YYYY
Minutes Reference	#####			Review Period	4 Years from adoption
Previous Versions:	V 1.0 adopted 26 February 2018 (Council meeting item 15)				
Responsible Directorate	Corporate Services	Controller:	Executive Manager Stakeholder Engagement		
ECM Document No.:	Policies by Directorate				

COUNCIL POLICY



11/09/2026

Grievances Involving the Chief Executive Officer

1. Purpose

The purpose of this Policy is to set out the principles and procedures for dealing with a formal grievance where the position of Chief Executive Officer (CEO) is named as a respondent.

2. Scope

This policy applies to all Glenorchy City Council (Council) employees, including the CEO.

This policy does not apply to a grievance made against the CEO under the *Public Interest Disclosures Act 2002*.

3. Related Documents

Not applicable

4. Statutory Requirements

Acts	<i>Anti-Discrimination Act 1998</i>
	<i>Work Health & Safety Act 2012</i>
	<i>Workers Rehabilitation Compensation Act 1988</i>
	<i>Local Government Act 1993</i>
	<i>Human Rights & Equal Opportunity Commission Act 1986 (Cth)</i>
	<i>Racial Discrimination Act 1975 (Cth)</i>
	<i>Sex Discrimination Act 1984 (Cth)</i>
	<i>Disability Discrimination Act 1992 (Cth)</i>
	<i>Age Discrimination Act 2004 (Cth)</i>
	<i>Fair Work Act 2009 (Cth)</i>

COUNCIL POLICY



Regulations	Not applicable
Australian/ International Standards	Not applicable

5. Definitions

Chief Executive Officer means the Glenorchy City Council CEO or delegate.

Complainant means the person making the complaint.

Contact Officer means a trained employee whose role is to inform and support either the person making a complaint or a person who has a complaint made against them.

EAP means Employee Assistance Program.

Formal grievance means a complaint involving matters of a serious nature, or where the parties are unable to resolve the complaint through a discussion.

Grievance means a complaint made under this Policy. It is expected this may involve behaviour or action of the CEO which has, or is likely to have, an unreasonable negative impact on the third party or creates an unsafe working environment.

Investigative body means an entity such as Tasmania Police, the Ombudsman, Integrity Commission, Fair Work Commission, Tasmanian Civil and Administrative Tribunal, Magistrates Court, Council Audit Panel, Auditor-General's Office, or Local Government Board of Inquiry.

Mayor means the Mayor or the Mayor's delegate.

Respondent means the person or persons who have had a complaint made against them.

COUNCIL POLICY



6. Policy Statement

1. Objective

Council recognises its obligations under Commonwealth and State legislation as set out above and will comply with that legislation.

All formal grievances where the position of CEO is a named respondent are to be managed in accordance with the processes and procedures set out in this Policy.

2. The Grievance Process

Making a Formal Grievance

A formal grievance:

- must be in writing
- should identify all of the parties involved
- should include full details of the grounds of the complaint(s)
- should include all relevant documents
- should be addressed to the Mayor.

Handling a Formal Grievance

- Staff, including the CEO, must notify the Mayor of the receipt of any grievance as soon as reasonably practicable.
- The Mayor will acknowledge receipt of a formal grievance within five (5) working days of receiving it.
- If the complainant is an employee of Council, the Mayor will offer them the assistance of a Council Contact Officer.
- The Mayor will, as a first step, determine if the grievance is of a sufficient gravity to constitute a formal grievance. The complainant may be requested to provide further information.

COUNCIL POLICY



- If it is determined that the grievance is not of sufficient gravity to constitute a formal grievance, a direction will be made that it be dealt with informally in accordance with a process determined by the Mayor.
- If the subject matter of the grievance is to be investigated by, or is to be under the direction of, an investigative body, then the Mayor may suspend any action on the grievance until that investigation is concluded.

Preliminary Investigation

The Mayor will conduct an initial assessment of the Formal Grievance. They will:

- Advise the complainant how the process will be managed. This may include interviewing the complainant to clarify any matters. EAP will be offered and information on Council Contact Officers will be provided.
- Notify the respondent and advise them of the substance of the complaint and obtain their response to it. EAP is offered.
- Decide whether further information is required from the complainant.
- Decide whether the Formal Grievance warrants any further investigation and if so, how and by whom that investigation will be conducted (full investigation).
- Decide whether it is appropriate to refer the parties to mediation.
- Decide if the grievance is frivolous or vexatious or without foundation and dismiss it.

Full Investigation

If a full investigation is necessary, the following principles and procedures will apply:

- The Mayor will appoint an independent person or organisation to undertake the investigation.
- The respondent will be provided with full details of the grievance and given fourteen (14) calendar days to respond to it. This includes being given copies of all documents relied on by the complainant where appropriate.
- the complainant will be provided with full details of the respondent's response to it and will be given seven (7) calendar days to respond to any new and relevant matters raised in response. This includes seeing copies of all documents relied on by the respondent to the formal grievance where appropriate.

COUNCIL POLICY



- Time frames can be extended by the Mayor.
- Both parties will be entitled to have a support person present during any meetings or discussions about the grievance.
- Other persons who are witnesses or have relevant knowledge related to the grievance may be interviewed.
- All parties will be offered support through the EAP throughout the process.
- If the formal grievance involves credible allegations of serious criminal conduct, it will be referred to Tasmania Police for investigation. If the formal grievance becomes the subject of a criminal investigation by Police, the formal grievance handling process will be suspended until that investigation has been completed and Council has been notified of the outcome.

Resolution

The Mayor will consider all the evidence and make a decision in writing. The complainant and respondent will be provided with a copy of the written decision as soon as reasonably practicable following the investigation of the grievance.

The decision will specify:

- whether the formal grievance is substantiated
- what further action will be taken
- whether the formal grievance has not been substantiated and is dismissed.

In some cases, the parties may be required to participate in mediation even though the formal grievance has not been substantiated.

Natural Justice and Procedural Fairness

Natural justice, procedural and substantive fairness will be afforded at all stages of the process. Both parties will be kept informed of progress throughout the process.

Respondents will be treated in accordance with the following principles of procedural fairness:

- they will be fully informed of any allegations against them
- they will be given the opportunity to respond

COUNCIL POLICY



- they will be afforded fair decision making that is without bias.

Natural justice will be afforded to all persons whose rights or interests may be affected.

Natural justice means the person affected must have the opportunity to:

- show cause why a particular action should not be taken
- put forward arguments supporting their position
- deny any adverse allegations and provide evidence in support
- present alternative explanations for particular matters
- request that a decision or determination is reviewed.

The standard of proof adopted in this area will be based on the civil standard (the balance of probabilities).

Outcomes

If the grievance is substantiated the following may occur:

- the parties may be required to attend mediation
- the respondent may be required to apologise
- the respondent may be counselled
- the respondent may be given a written or verbal warning
- the respondent may be required to undertake training
- the respondent's employment may be terminated.

If a Grievance is Withdrawn

If a grievance is withdrawn the Mayor may do any of the following:

- conduct a meeting with the complainant to ascertain why the grievance has been withdrawn
- ask that the complainant apologise for lodging a grievance against the respondent
- require the parties to attend mediation
- continue to investigate if deemed to be in the public interest
- conclude that the complaint was vexatious, frivolous or malicious.

COUNCIL POLICY



7. Version Control

Version	V 3.0	Adopted	28 September 2026	Commencement date	29 September 2026
Minutes reference	Item			Review period	4 years from adoption
Previous versions	V2.0 adopted 28 November 2022 (Council meeting, Item 8) V 1.0 adopted26 February 2018 (Council meeting, Item 15)				
Responsible Directorate	Stakeholder and Executive		Controller	Manager Stakeholder and Executive	
ECM Document no	Policies by Directorate				

11.3 NORTHERN SUBURBS RAPID BUS PROJECT ENGAGEMENT SUBMISSION

Author: Director Infrastructure and Development (Patrick Marshall)

Qualified Person: Chief Executive Officer (Emilio Reale)

File Reference: Northern Suburbs Rapid Bus Project

Executive summary

The Tasmanian Government is undertaking community engagement on the proposed Northern Suburbs Rapid Bus Project from 8 September to 9 October 2026.

The proposal is for a rapid bus route between Claremont and the Hobart city centre, using existing roads and part of the former rail corridor between New Town and Glenorchy. The current proposal includes twelve accessible stations, with services every 10 minutes during peak periods and every 30 minutes during off-peak periods. The project remains in early planning and is subject to approval and funding.

The Greater Hobart Councils Partnership has prepared a joint submission for endorsement by Glenorchy City Council and the City of Hobart, as the two municipal areas directly affected by the proposed northern route. An accompanying executive summary has also been prepared.

The submission supports rapid bus for the northern corridor in principle and positions the councils as willing delivery partners. It also seeks:

- better public information and direct engagement with affected residents
- transparency about capital and recurrent costs
- a funded and sequenced land-use delivery program
- clarity about council resourcing and asset interfaces
- a defined role for local government in project governance.

This report seeks Council endorsement of the full submission and accompanying executive summary for lodgement by the Greater Hobart Councils Partnership before the engagement period closes.

Recommendation

That Council:

1. RECEIVES and NOTES the report on the Northern Suburbs Rapid Bus Project.
2. ENDORSES the Greater Hobart Councils Partnership Northern Suburbs Rapid Bus Project submission and accompanying executive summary, included as **Attachments 1 and 2**, for lodgement with the Tasmanian Government.
3. AUTHORISES the Chief Executive Officer to approve minor administrative, formatting and factual corrections that do not materially alter the endorsed policy position prior to lodgement.
4. NOTES that the Greater Hobart Councils Partnership will seek a briefing for the Partnership and elected members of Glenorchy City Council and the City of Hobart on the Detailed Business Case work program before the end of 2026.

Community Plan Reference	Making Lives Better We champion greater opportunities for our community. Valuing Our Environment We improve the quality of our urban and rural areas as places to live, work and play. Leading Our Community We are a leader and partner that acts with integrity and upholds our community's best interests. We responsibly manage our community's resources to deliver what matters most.
Strategic Plan Reference	Work with others to improve access to housing and transport choices for our community. Make our City more liveable by providing and upgrading public places and facilities for people to come together. Make our City more liveable by investing in our City's infrastructure. Working proactively with providers, manage the City's transport infrastructure sustainably to secure accessible, safe and reliable transport options for everyone. Plan for the orderly future growth of our City, with particular focus on structure planning for the Northern Suburbs Transit Corridor and at Granton.
Consultation / Engagement	No separate external consultation has been undertaken for this report. The report has been prepared in response to the Tasmanian Government's community engagement process. The submission seeks stronger direct engagement by Building Tasmania with residents, businesses and property owners who may be affected by the proposed route, stations and associated infrastructure. It also seeks detailed engagement with the affected councils and communities regarding impacts on the Intercity Cycleway and local road network.
Resources	Endorsement of the submission has no immediate budget impact. If the project proceeds, potential council resourcing, planning, asset interface, maintenance and delivery costs will need to be defined and appropriately funded through the Detailed Business Case and future agreements. The Strategic Business Case anticipates that councils may need dedicated resources to support planning approvals and

	manage interfaces with council assets. The submission's position is that these costs should not be absorbed within existing council budgets.
Risk / Legal / Legislative / Reputational	Governance risk: Medium Council assets, planning responsibilities and approvals are material to the delivery of the project, but Council's role in project governance and decision making is not yet fully defined. Financial risk: Medium The source and duration of funding for operating and maintaining the proposed rapid bus service have not been confirmed. Potential council resourcing, maintenance and asset lifecycle obligations are also unresolved. Delivery and asset risk: Medium The proposal interfaces with local roads, the Intercity Cycleway, station precincts, walking and cycling connections and other council-managed assets. Responsibilities for design approval, construction coordination, maintenance and lifecycle costs will need to be agreed. Reputational risk: Medium Community confidence may be affected if potential property, parking, access, vegetation, service and construction impacts are not clearly communicated and addressed through direct engagement. Legal and legislative risk: Low No immediate legal or legislative risk arises from endorsing the submission. Detailed approval, land, asset-management and statutory implications will need to be assessed as the project develops.
2026/27 Budget Allocation	Not applicable
Life of Project, Service, Initiative or (Expectancy of) Asset	To be determined through project planning and the Detailed Business Case.
2026/27 Budget Reconsideration	Not applicable

Ongoing Costs (e.g. maintenance, operational)	There is no immediate ongoing cost arising from endorsement of the submission. Potential future council resourcing, asset maintenance and lifecycle costs have not yet been quantified.
Other Funding Sources	The submission seeks greater clarity about Australian and Tasmanian Government funding for: • project capital costs • operating and maintenance costs • land use planning and delivery • supporting infrastructure and public realm improvements • the council resources required to support delivery.

Proposal in detail

1. The Northern Suburbs Rapid Bus Project is proposed as the first corridor in a wider Greater Hobart rapid bus network.
2. The current concept is for a route between Claremont and the Hobart city centre, with twelve accessible stations. Services are proposed to operate every 10 minutes during peak periods and every 30 minutes during off-peak periods.
3. The project remains in early planning and is subject to approval and funding. Construction could not begin before 2028. A Detailed Business Case is being prepared for consideration through the Australian Government's 2027–28 budget process.
4. The Greater Hobart Councils Partnership has prepared:
 - (a) **Attachment 1:** Greater Hobart Councils Partnership Northern Suburbs Rapid Bus Project Submission; and
 - (b) **Attachment 2:** Greater Hobart Councils Partnership Executive Summary.
5. The documents are proposed to be endorsed by Glenorchy City Council and the City of Hobart before being lodged with the Tasmanian Government.

Proposed Council position

6. The proposed position is supportive but conditional.
7. The submission supports improved public transport and rapid bus for the northern corridor in principle. It also makes clear that a successful project requires:
 - (a) transparent and complete public information
 - (b) credible and committed operating funding
 - (c) a coordinated and funded approach to land use delivery
 - (d) early and direct engagement with affected residents
 - (e) clear management of impacts on council assets and responsibilities

- (f) genuine council involvement in project governance and delivery
- 8. This approach enables Council to support the strategic public transport objective without accepting any unresolved financial, delivery, asset or governance responsibilities.

Engagement and public information

- 9. The submission identifies gaps in the current community engagement material.
- 10. In particular, the consultation material does not clearly explain:
 - (a) proposed service operating hours
 - (b) how peak periods would be defined
 - (c) evening, weekend and public holiday frequencies
 - (d) fares, ticketing and payment arrangements
 - (e) how rapid bus would integrate with existing Metro services
 - (f) whether existing routes and stops may change
 - (g) whether passengers may need to interchange
 - (h) the status of the southern and eastern rapid bus corridors
 - (i) the extent to which the proposed route and station locations remain indicative
 - (j) potential land and property impacts
- 11. The submission asks the Tasmanian Government to provide clearer, standalone passenger information and to explain where decisions have not yet been made.

Affected residents and local impacts

- 12. The submission seeks direct engagement with residents and businesses likely to experience local impacts from the project.
- 13. Potential impacts identified in the project material include:
 - (a) property acquisition or temporary access
 - (b) changes to property access
 - (c) loss of on street parking
 - (d) changes to nature strips and vegetation
 - (e) traffic and intersection changes
 - (f) works around proposed stations
 - (g) construction impacts
- 14. The submission recommends that Building Tasmania, as project proponent, lead and resource this engagement rather than relying primarily on council customer service channels, online surveys and general drop-in sessions.
- 15. It also seeks a street by street assessment of parking, vegetation, property access and other impacts before the Detailed Business Case is finalised.

Business case and cost transparency

16. The published Strategic Business Case identifies benefit cost ratios below one for all options considered.
17. For the recommended option, the published benefit-cost ratio is 0.28 or 0.26 depending on staging. When city-shaping benefits are included, these figures increase to 0.52 and 0.41 respectively.
18. The northern route is described in the project material as having an early, high level estimated cost of approximately \$315 million. The estimated capital cost for the full three-corridor program is approximately \$935 million to \$943 million.
19. The Strategic Business Case also estimates recurrent costs of approximately \$18.5 million in the first year of full operation and approximately \$1.1 billion over the appraisal period to 2064-65. No committed operating funding source is identified in the submission material.
20. The submission therefore seeks:
 - (a) an updated corridor specific capital cost
 - (b) disclosure of the component cost breakdown
 - (c) separate identification of the land acquisition allowance
 - (d) confirmation of how operations and maintenance will be funded, by whom and for how long
21. Operating funding is considered a material issue because it may affect the long-term sustainability of the service and its relationship with existing public transport services.

Land use and Council resourcing

22. A substantial proportion of the project's anticipated benefit depends on future land-use change and additional development around the proposed stations.
23. The Northern Suburbs Transit Corridor Plan is a separate but closely related planning project concerning the future development of land around the corridor between Glenorchy and New Town. It is jointly funded by the Australian and Tasmanian Governments and administered through a grant deed with Glenorchy City Council, with Regional Development Australia Tasmania.
24. The Plan will investigate opportunities for planning scheme amendments to enable development and will guide future intensification along the corridor in line with population growth and housing demand. Community consultation and landowner engagement will be central to this work, with further information expected to be available in early 2027
25. The Strategic Business Case states that the anticipated city shaping benefits depend on genuine land use planning change being agreed and implemented.
26. Glenorchy City Council and the City of Hobart have already undertaken substantial strategic land-use planning relevant to the corridor. Glenorchy City Council has completed early work identifying 105 hectares already zoned with provisions

permitting medium-density infill. Structure planning and subsequent planning scheme amendments have also progressed through initiatives including the Greater Glenorchy Plan, the Northern Apartments Corridor, Glenorchy CBD, Mill Lane, the Central Hobart Plan and the North Hobart Neighbourhood Plan. However, enabling development through planning schemes does not itself guarantee that housing, commercial activity and supporting infrastructure will be delivered.

27. The submission therefore seeks a costed, sequenced and funded land use delivery program that addresses:
 - (a) planning scheme changes
 - (b) supporting infrastructure
 - (c) public realm improvements
 - (d) delivery responsibilities
 - (e) implementation mechanisms
 - (f) market delivery constraints
 - (g) funding
 - (h) sequencing
28. The program should be developed jointly with the affected councils and published alongside the Detailed Business Case.
29. The submission also seeks funding for the council resources required to support planning approvals, asset interfaces and project delivery.

Governance and delivery interfaces

30. The proposed rapid bus route and associated works will interact with council assets and responsibilities, including:
 - (a) local roads and intersections
 - (b) the Intercity Cycleway
 - (c) station access
 - (d) walking and cycling connections
 - (e) landscaping and public realm infrastructure
 - (f) waste servicing and cleaning
 - (g) traffic management
 - (h) local planning processes
 - (i) coordination with council capital works

31. The submission seeks a standing, documented state-council engagement arrangement and access to the Detailed Business Case, or its key assumptions, before submission to the Australian Government. It also proposes a joint state-council working arrangement to address interfaces with council roads, land, approvals and managed assets
32. This would allow Council to identify implications for its assets, services and statutory responsibilities before key project decisions are settled.

Intercity cycleway

33. The Intercity Cycleway is a regionally significant active transport asset and an important council-managed interface.
34. The submission seeks detailed consultation regarding:
 - (a) the proposed six month closure
 - (b) temporary detour routes
 - (c) realignments around stations
 - (d) signalised crossings
 - (e) safety treatments
 - (f) future management responsibilities
 - (g) ongoing maintenance
 - (h) the funding of any altered or additional assets
35. Council approval of designs affecting the cycleway should be secured before works proceed.

Administrative review before lodgement

36. The full submission should be checked before final lodgement for minor numbering and cross-reference inconsistencies.
37. The recommended delegation to the Chief Executive Officer will allow these administrative matters to be corrected without changing Council's endorsed policy position.

Attachments

1. GHCP NSTC Rapid Bus Engagement Submission [**11.3.1** - 20 pages]
2. GHCP NSTC Rapid Bus Engagement Submission Executive Summary [**11.3.2** - 3 pages]



GREATER HOBART COUNCILS PARTNERSHIP

September 2026

Northern Suburbs Rapid Bus Project

*Tasmanian Government community engagement
8 September – 9 October 2026*

DRAFT: FOR ENDORSEMENT BY GLENORCHY CITY COUNCIL AND THE CITY OF HOBART

Submitted to	Northern Suburbs Rapid Bus Project team, Building Tasmania majortransportprojects@building.tas.gov.au
Copied to	The Hon Kerry Vincent MLC, Minister for Infrastructure and Transport, Minister for Local Government, Minister for Housing and Planning The Greater Hobart Committee
Submitted by	Greater Hobart Councils Partnership (GHCP), endorsed by Glenorchy City Council and the City of Hobart as the councils whose communities and assets are directly affected by the proposed northern route
Date	XX September 2026
Contact	Executive Officer, Greater Hobart Councils Partnership — Lisa.Bennetto@HobartCity.com.au

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The Greater Hobart Councils Partnership (GHCP) is the alliance of four councils: Clarence, Glenorchy, Hobart and Kingborough. The GHCP works closely with adjoining growth councils Brighton and Sorell.

Greater Hobart is Tasmania's capital city region. The four member councils are home to 212,267 people, 36.9 per cent of the State's population, and the region generates around 45 per cent of Tasmania's Gross Value Added. It is a single labour market, a single housing market and a single transport network spread across four municipalities and one river.



**GREATER
HOBART**
COUNCILS
PARTNERSHIP

Purpose of this submission

The Greater Hobart Councils Partnership (GHCP) brings together the Clarence, Glenorchy, Hobart and Kingborough councils. This submission responds to the Tasmanian Government's community engagement on the Northern Suburbs Rapid Bus Project, open from 8 September to 9 October 2026. It is made by the Partnership and endorsed by Glenorchy City Council and the City of Hobart, whose municipal areas contain the entire proposed route, the twelve proposed stations, the former rail corridor, the Intercity Cycleway and the local road network on which the project depends.

The submission is in two parts, because the engagement material and the decisions now being made sit at two different levels:

- **Part A** responds to the two consultation factsheets, the frequently asked questions and the route map. It identifies information the community needs and does not yet have and offers specific wording the project team could adopt.
- **Part B** addresses the strategic, financial and governance questions raised by the *Greater Hobart Rapid Bus Network Strategic Business Case* (December 2025) and the way this project is being progressed. These matters are not covered by the survey, but they will determine whether the project proceeds, what it costs to run, and who carries that cost.

The Partnership supports better public transport for Greater Hobart. Rapid bus along the northern corridor is consistent with the 30-Year Greater Hobart Plan, the Hobart City Deal 2019-29 and the Partnership's own Strategic Plan 2026-28, which commits us to collaborate on major transport initiatives and to consider long-term operational sustainability, asset management implications and lifecycle costs alongside capital investment needs. Our comments are made in that spirit: to strengthen the project and improve the prospect that it is funded, delivered and sustained.



Summary of our position

1. We support rapid bus for the northern corridor in principle, and we want the Detailed Business Case to succeed. Our councils are willing partners in delivery.
2. However, the consultation material would benefit from additional detail to support informed community feedback. It omits fares, ticketing, what happens to existing Metro services, peak period definitions, the fate of the other two corridors, and any meaningful treatment of property impacts. These are the questions our customer service teams are receiving from the community.
3. Roughly half the project's assessed benefits depend on land-use change. The Strategic Business Case states that in the absence of a clear commitment and program to deliver land use reform, the project cannot be expected to generate the anticipated city-shaping benefits. Land-use reform in Tasmania is generally implemented by local government's planning authorities. That makes councils an important delivery partner whose ongoing involvement will be critical to achieving the project's intended outcomes.
4. Operating cost, not just capital cost, is the unresolved risk. The Strategic Business Case estimates recurrent costs of approximately \$18.5 million per annum in the first year of full operation and approximately \$1.1 billion over the 2030-31 to 2064-65 period, at a time when general access bus services in Greater Hobart are being reduced¹. No committed funding source for operations has been identified.
5. Building Tasmania, working closely with affected councils, should lead direct engagement with residents and businesses along the route. Residents of Oldham Avenue and Letitia Street in particular need to hear directly from the project team about what is proposed outside their homes.

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¹ 2026-27 State Budget papers showed approximately \$102.1m in funding for GA bus services for 2026-27, which reduces to \$70.6m in 2029-3.



Recommendations and requests

The Partnership requests a written response to each of the following.

Engagement and information

- | | |
|-----------|---|
| R1 | Reissue Factsheet A as a complete standalone passenger-information document, so that a reader can understand the proposed service without consulting the other factsheets. At a minimum it should state the proposed span of hours, the defined weekday peak periods, proposed evening, weekend and public holiday frequencies, and the status of fares, ticketing and payment arrangements. |
| R2 | State plainly that fares, ticketing and payment methods have not been determined, describe how that decision will be made and when, and commit to consulting on it. Suggested wording is at Attachment A. |
| R3 | Retitle the route map "Indicative route and station locations" and note on its face which sections and station locations remain subject to further design, including the city-centre alignment and the Hobart Interchange. |
| R4 | Add a plain-language section explaining the relationship between the Rapid Bus Project, the Northern Suburbs Transit Corridor Growth Strategy (2024), the Northern Suburbs Transit Corridor Plan, the Greater Hobart Bus Network Review, the Greater Hobart 30-Year Plan, and STRLUS (2026) supported by a simple diagram or table. |
| R5 | Expand the description of the Northern Suburbs Transit Corridor Plan in Factsheet B. The current single sentence gives the reader no context. The Plan is a separate planning project, jointly funded by the Australian and Tasmanian Governments through a grant deed with Glenorchy City Council, to identify the planning scheme amendments needed to make the corridor 'development ready'. Suggested wording is at Attachment A. |
| R6 | Explain the extent of the wider network. Factsheet A refers to a recommended three-route network but does not identify the southern and eastern routes, or state whether or when the northern route would be extended beyond Claremont. Add an explicit question and answer on this point. |
| R7 | Replace the current treatment of land acquisition with a commitment to direct, early consultation with potentially affected property owners and occupiers, and describe the process, entitlements and support available to them. Suggested wording is at Attachment A. |

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- R8** Add frequently asked questions on fares, payment methods, fare relativity with existing services, the future of existing Metro routes and stops, and whether passengers will need to interchange. Suggested wording is at Attachment A.

Affected residents and local impacts

- R9** Building Tasmania should lead direct engagement with residents and businesses along the route, including door-knocking and individual briefings, rather than relying on a survey, drop-in sessions and council customer service channels. Oldham Avenue and Letitia Street are the immediate priority, together with properties adjoining the on-corridor section, proposed station sites, Main Road section from Glenorchy to Claremont and the Elwick Road intersection.
- R10** Publish, before the Detailed Business Case is finalised, an assessment of on-street parking, nature strip, vegetation and property access impacts at a street-by-street level, together with the proposed approach to mitigation and, where relevant, compensation.
- R11** Ensure detailed consultation is undertaken with the affected councils and communities on the Intercity Cycleway before design is settled, including the proposed six-month closure, detour routes, realignments around stations and the safety treatment of signalised crossings of the cycleway. Given the cycleway is a regionally significant active transport asset and a council-managed interface, council approval of the design should be secured.

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Business case, cost and land use

- R12** Provide an unredacted cost breakdown or explain the basis for redaction to the Partnership. The published Strategic Business Case discloses total project costs but withholds every component line in Tables 7.8 and 7.10 and the year-by-year cashflow, including stations, bus depots, fleet, transit lanes, contingency and the "other client costs" line that contains the land acquisition allowance, together with the recurrent cost components in Table 7.11. Councils and communities cannot test the case for the project, or its local impacts, on totals alone. We ask in particular that the land acquisition allowance be disclosed separately.
- R13** Identify how operations and maintenance will be funded, for how long, and by whom, before the Detailed Business Case is submitted. The Partnership does not accept that recurrent costs of this scale can be left to a future budget process, particularly while general access services are being reduced.



R14 Bring forward a costed, sequenced and funded program for land-use reform and the supporting infrastructure and public realm improvements needed to deliver growth along the corridor, including clear responsibilities, delivery mechanisms and funding, developed jointly with Glenorchy City Council and the City of Hobart, and publish it alongside the Detailed Business Case. The Strategic Business Case makes realisation of the project's anticipated city-shaping benefits dependent on a clear commitment and program to deliver land-use change; that implementation pathway does not yet exist.

R15 Detailed consultation on the scope of works/timeline is needed to better understand the commitment the council resources the program requires. The Strategic Business Case anticipates that councils "may have to appoint dedicated resources to support both planning approvals and the management of interfaces with Council assets". Councils cannot absorb that cost from existing budgets, and a resourcing agreement should form part of the Detailed Business Case.

Governance

R16 Agree on the engagement approach for future stages sought by the Mayors on 25 February 2026, which the Minister's response of 25 May 2026 did not address. The Partnership seeks a standing, documented arrangement for briefing and involving the Partnership and its member councils before public release of major project material or key decisions, consistent with the Greater Hobart Act 2019, the Hobart City Deal and the Greater Hobart Committee Work Program 2025–28.

R17 Provide the Detailed Business Case, or at minimum its key assumptions, costings and land-use dependencies, to the Partnership for comment before it is submitted to the Australian Government for the 2027-28 budget process.



PART A

Response to consultation material

Factsheet A should be able to stand alone

Factsheet A is the document most people will read, and for many it will be the only one, and it provides insufficient information to assist people to provide constructive engagement with the survey questions. In its current form it does not answer the questions a prospective passenger asks to understand what the proposed bus service is and whether they'd use it. It tells the reader that services will run every 10 minutes at peak times and every 30 minutes off-peak, but does not define the peak, does not state the span of hours, and is silent on evenings, weekends and public holidays. It is silent on fares, ticketing and how passengers will pay.

This matters beyond convenience. The Strategic Business Case notes that rapid buses "will not have onboard fare collection", which implies a substantial change in how people pay. It also identifies "ease of ticketing (one system and access to ticket machines) and fixed fares" as a key stakeholder risk. A consultation that does not mention ticketing cannot test that risk.

Our councils are also conscious, from our own service experience along the corridor, that not all residents use bank cards or mobile devices. Any future ticketing decision must accommodate accessible payment options.

Suggested replacement and additional wording for the Frequency, Fares and ticketing and network extent items is set out in Attachment A.

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The route map should be labelled as indicative

The map published with the consultation material shows twelve named rapid stations and a continuous alignment, presented with a degree of certainty the project does not yet have. The factsheets and FAQ state that the project is in early planning, that detailed design has not been undertaken and that "detailed design is needed to further develop intersection designs and understand impacts". The Strategic Business Case is more explicit still: the concept drawings underpinning the cost estimates "do not indicate a preferred choice of route or station locations, which are yet to be determined" (note to Table 7.10).

A map that reads as final invites two problems: property owners may wrongly conclude they are unaffected, and the project loses the ability to change the alignment later without appearing to have broken faith. We recommend the map be retitled "Indicative route and station locations" and annotated to show which elements remain subject to design.

Factsheet B understates the Transit Corridor Plan and the relationship between projects

Factsheet B currently states that the Growth Strategy "complements work by Regional Development Australia on the Northern Suburbs Transit Corridor Plan", which "has been jointly funded by the Tasmanian and Australian governments with a grant deed to Glenorchy City Council, to make the corridor more development-ready". The sentence gives the reader no context and understates both the purpose of that work and Glenorchy City Council's role in it.



The Transit Corridor Plan is the mechanism through which the planning scheme amendments necessary to enable development along the corridor will be identified. Given that roughly half the project's assessed benefits derive from land-use change, the Plan is a key enabling component of the broader initiative and will play an important role in realising the project's anticipated land-use outcomes. Suggested wording is at Attachment A.

More broadly, the consultation material names a number of strategies and projects without explaining how they fit together. A reader encountering the Growth Strategy, the Corridor Plan, the Rapid Bus Project, Keeping Hobart Moving and the 30-Year Greater Hobart Plan in successive paragraphs of Factsheet B, and then the Greater Hobart Bus Network Review in the FAQ, has no way of telling which decides what, or which comes first. A simple diagram or a four-row table would resolve this. A suggested table structure is at Attachment A.

The FAQ omits the questions the community is actually asking

The current FAQ is strong on engineering rationale — why two lanes, why not rail, why not the whole corridor, what bus priority means. It is largely silent on the things that determine whether people will use the service and how their daily journeys will change. These are the questions our councils are being asked and will assist the community to answer the questions in the survey.

- What will it cost to travel, and will rapid bus fares differ from existing bus fares?
- How will passengers pay, and what provision will be made for people who do not use bank cards or mobile devices?
- What happens to my existing Metro route and my existing stop?
- Will I have to change buses, and where?
- Is this the whole network, or will it be extended?

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Drafted answers for each are provided at Attachment A. We note that the honest answer to most of them is that no decision has been made. Saying so and saying when and how the decision will be made, is more useful to the community than silence — and less damaging to the project's credibility than an answer that later changes.

Land acquisition and easements: the current treatment is inadequate

The FAQ addresses this in two sentences. It states that rapid buses will travel on existing roads and along the rail corridor, and that "as the project moves from concept to detailed design, more work will be completed to understand potential impacts on properties near intersections and stations". Veto

It does not yet outline how potentially affected people will be contacted, consulted or supported as design progresses.

This is the single most consequential issue for individual residents along the route, and the material elsewhere in the project documentation indicates the impacts will be real. The FAQ itself notes that retaining wall and barrier works "may impact on-street parking and nature strips in some areas", that intersections and traffic direction may be adjusted, and that the Elwick Road roundabout will be removed. The Strategic Business Case lists "removal of vegetation or kerbside parking to



accommodate the rapid bus stations", "land acquisition if needed to establish suitable bus depots" and "local landowners resistant to changes adjacent to their property or acquisition" among its stakeholder risks, and notes that "some landowners may be impacted directly through property acquisition or the cancelling of Government leases".

A consultation document that does not carry that information forward leaves affected people to find out from a neighbour, the media or a survey plan. We recommend the replacement wording at Attachment A, which commits the project team to contacting and consulting potentially affected owners and occupiers directly, before property requirements are finalised.

Building Tasmania should lead engagement with directly affected residents

The current program — an online survey, paper copies at council customer service centres, and drop-in sessions — is appropriate for the general community. It is not sufficient for the people whose frontage, parking, access or outlook will change.

The City of Hobart asks that particular priority be given to residents of Oldham Avenue and Letitia Street, where the proposed alignment and works are likely to have direct and material local effects. Glenorchy City Council asks that the same approach apply to properties adjoining the on-corridor section between Glenorchy and New Town, the proposed station sites, and the Elwick Road intersection.

We ask that this engagement be led and resourced by Building Tasmania as the proponent. Councils will support it and can help with local knowledge, notification and venues, but the proponent should be the party explaining the proposal and answering for it. Where residents are directed to councils for answers we do not have, the project's credibility and ours are both damaged.

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PART B

Strategic, financial and governance matters

The matters in this Part are not raised by the survey, but they are being decided now. The Detailed Business Case is in preparation, and the Minister has advised that it is intended to be completed and submitted for consideration as part of the Australian Government's 2027-28 budget process. The window in which councils can influence its assumptions is therefore short.

Governance: the collaboration framework has not been used

On 25 February 2026 the Mayors of Clarence, Glenorchy, Hobart and Kingborough wrote to the Minister about the release of the Strategic Business Case. Partnership members had no line of sight to the document before it was published and became aware of it through media and online channels. The letter sought an urgent briefing, an explanation, and agreement on an engagement approach for future stages consistent with the Greater Hobart Act 2019, the Hobart City Deal, the Greater Hobart 30-Year Plan and the Greater Hobart Committee Work Program 2025-28.

The Minister responded on 25 May 2026, confirming the Government's commitment to the Partnership, explaining that the timing of release followed from the submission of the business case to Infrastructure Australia in December 2025 and the need to align with Australian Government budget requirements, and acknowledging that the timing of that submission "predicated against our being able to arrange prior consultation with Councils. This is regrettable but the Department of State Growth has arranged meetings with greater Hobart Councils to discuss the Business Case, and next steps."

The Partnership accepts that explanation in good faith, and the briefings that followed were useful. What has not yet occurred is the third thing the Mayors asked for: agreement on a clear engagement approach for future stages. The present consultation illustrates why it is needed. Councils are engaging with this project through the same public factsheets as the general community, on a project whose delivery depends on council planning schemes, council roads, council land and council-managed assets.

Thus, we are asking for the arrangement the Greater Hobart Act 2019 was created to provide: early sight of material, genuine involvement before decisions are made, and a defined role in the project's governance. Recommendations R16 and R17 set out what that would look like in practice.

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The business case evidence, stated plainly

We support the project, but greater access to information is needed to support informed engagement and community confidence in the proposal. The Partnership has read the Strategic Business Case. We think its findings should be stated openly in the consultation material, because the community will encounter them eventually and the project is better served by candour.

Measure	Strategic Business Case finding
Benefit/cost ratio, recommended option (Option 4)	0.28 (Staging A, northern and central corridors first) and 0.26 (Staging B) — Table 7.14
Benefit–cost ratio including city-shaping benefits	0.52 (Staging A) and 0.41 (Staging B)
All options assessed	No option considered has a net present value above zero or a benefit–cost ratio above one
Risk-adjusted P50 outturn capital cost, Option 4 (whole three-corridor program)	\$934.8 million (Staging A) and \$942.8 million (Staging B) — Table 7.8
Indicative cost, northern route alone	Approximately \$315 million (project FAQ, described as an early high-level estimate)
Recurrent cost, Option 4	Approximately \$18.5 million per annum in the first year of full operation (2035–36), the same under either staging; approximately \$1,096.9 million in total across 2030–31 to 2064–65 (Staging A; \$1,093.8 million Staging B) — Table 7.11. The largest component is the annual bus service fee, which covers operating costs and bus repayments.
Modelled rapid bus patronage	1,135 daily boardings under Staging A; 826 under Staging B

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Source: Greater Hobart Rapid Bus Network Strategic Business Case, December 2025; Northern Suburbs Rapid Bus Project Frequently Asked Questions (V1, undated), retrieved September 2026.

Firstly, benefit/cost ratios of 0.28 and 0.26 are low, and the Strategic Business Case says so in unusually direct terms. Its assessment summary states that, under a business-as-usual model of urban development, the rapid bus results "reflect what would be unquestionably a poor public policy decision to invest significant capital into a relatively small geographic area, with limited population reach".

Secondly, and critically, that conclusion is conditional. The same document finds that once city-shaping benefits are counted the recommended option has the strongest case of the four, and then says: "In order to achieve this BCR, it is critical that genuine land use planning change is agreed and implemented ... A commitment to deliver BRT, in the absence of a clear commitment and program to deliver land use reform, cannot be expected to generate the anticipated city shaping benefits, and would result in the forecast lower BCR."

The Partnership agrees with that analysis. It is the reason this submission places land use at the centre of our response. It is also why the modelled patronage figure of 1,135 daily boardings for a program of this scale warrants explanation in the Detailed Business Case: if that figure reflects



business-as-usual settlement patterns, the document should say so and show what patronage the land-use scenario produces.

Thirdly, the cost estimates themselves need refreshing, and the Strategic Business Case says so. The note to Table 7.10 records that the estimates rest on "a range of documents, drawings, schedules and other estimates made between 2016–2023", and that "while useful for the purposes of this strategic business case, their context and scope has changed in subsequent years and they do not represent the department's current planning". Community confidence in the \$315 million figure now circulating for the northern route depends on it being replaced by a current, corridor-specific estimate as early in the Detailed Business Case as possible.

Operating cost is the unresolved risk

Public discussion of this project has focused on capital cost. The Partnership's greater concern is recurrent cost. The Strategic Business Case estimates recurrent costs for the recommended option at approximately \$18.5 million per annum in the first year of full operation, and approximately \$1.1 billion across the appraisal period to 2064-65. It identifies no committed funding source for any of it, noting only that operational funding "would come from the OPEX budget" and that "Australian and Tasmanian government commitment to provide ongoing funding for operations and maintenance" is a critical success factor.

This sits uneasily alongside the current direction of public transport service provision in Greater Hobart. The City of Hobart notes that general access services are being reduced over the next three years². Introducing a new, separately contracted service — the Strategic Business Case contemplates that rapid bus will operate "as a stand-alone product, utilising dedicated fleet", under "contractual arrangements that are separate from Metro services" — while existing services contract raises a reasonable question about whether the region's overall public transport capacity is being increased or redistributed. Our communities will ask it.

What we are asking

The Detailed Business Case should identify the source, quantum and duration of operational funding for the rapid bus service and should show the effect of the rapid bus network on total Greater Hobart bus service kilometres and on service levels in the suburbs that feed the corridor. If the rapid bus service is to be funded in part by restructuring existing services, that should be stated and consulted on, not discovered at timetable change.

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² 2026-27 State Budget papers showed approximately \$102.1m in funding for GA bus services for 2026-27, which reduces to \$70.6m in 2029-3.



Redacted costs prevent proper scrutiny

The published Strategic Business Case discloses total project costs and the economic appraisal results, but every component line beneath those totals is redacted. In Table 7.8 the withheld items include battery electric buses, bus depots, "other client costs", rapid bus infrastructure, transit and bus lanes, stations, active transport infrastructure, station connections, pedestrian upgrades, contingency and escalation. Table 7.10's entire year-by-year cashflow is withheld. Table 7.11's recurrent cost components (the annual bus service fee, station, signals and lane maintenance) are withheld.

These are precisely the figures councils and communities need. The station, depot and infrastructure allowances indicate the scale and siting of works in our municipal areas, and the cashflow indicates when they would occur. We note that land acquisition is not itemised at all: section 7.5 records that it is folded into "other client costs" alongside services relocation and bus purchase costs, which means the published document gives no indication of the scale of expected property impact. We ask that the cost breakdown be released, that the land acquisition allowance be disclosed separately, or that the basis for withholding each be explained.

Land use: what is being asked of councils, and what we need in return

The Strategic Business Case is candid that the land-use task is unprecedented. It states that "coordination of large-scale urban renewal with the introduction of a new public transport service, requiring new infrastructure and a new operating paradigm, has never been attempted by the Tasmanian Government before", and that it "will require the establishment of new governance structures, both inter-Agency and intra-Agency". The scope of change it describes includes re-zonings, removal of development constraints, government-funded development-ready neighbourhoods and a shift in the development industry from greenfield detached housing to medium-density infill.

Much of that work lands on councils. The document asks for "commitment from local councils: to undertake required approval processes and approve changed uses of Council roads and land", anticipates that "councils may have to appoint dedicated resources to support both planning approvals and the management of interfaces with Council assets", and contemplates "new agreements to be established with Councils over the management of the Intercity Cycleway" following removal of the Northern Corridor rail track from the Rail Infrastructure Act 2007 and transfer of corridor management from TasRail to Building Tasmania.

Both Glenorchy and Hobart are actively engaged in developing the *Northern Suburbs Transit Corridor Plan* however it's worth noting the considerable strategic land use planning that are our councils are already undertaking. Glenorchy City Council has completed early work identifying 105 hectares already zoned with provisions permitting medium-density infill. Structure planning to inform future planning scheme amendments have been initiated by councils via the Greater Glenorchy Plan, the Central Hobart Plan and the North Hobart Neighbourhood Plan. With subsequent planning scheme amendments in place for the Northern Apartments Corridor, Glenorchy CBD and Mill Lane.

What is missing is not council willingness. It is a costed, sequenced, funded program that connects planning scheme amendments to infrastructure delivery, and a resolution of the market feasibility



problem that the Partnership's Strategic Plan identifies and that the Hobart City Deal value-capture investigation confirmed when it concluded that corridor revenue capacity was too small to fund transit capital costs. Enabling development is not the same as delivering it. The Detailed Business Case should be explicit about what will convert enabled precincts into constructed dwellings, and on what timetable, because the project's economics depend on the answer.

We note one framing in the Strategic Business Case that we would ask to be revisited: its stakeholder risk register lists "Councils delays in providing advise [sic] / feedback to the Program investment". The Partnership's experience over the past twelve months suggests value in focusing on agreed response timeframes and communication protocols across all parties to support timely decision-making. We would rather the Detailed Business Case record a shared commitment to agreed response times on both sides.

Council asset, cost and delivery interfaces

The project will interact with council assets and responsibilities at many points along the route. Each represents a cost, a risk or an approval that has not been quantified. We ask that the Detailed Business Case address the following, with councils, before it is finalised:

- The Intercity Cycleway — realignments, the proposed six-month closure, detour routes, ongoing maintenance responsibility and the new management agreements contemplated following transfer of the corridor from TasRail.
- Signalised crossings of the cycleway where cyclists and pedestrians will be required to give way to rapid buses, and the safety case for that arrangement.
- Local road network effects, including the removal of the Elwick Road roundabout, intersection reconfiguration, changes to traffic direction and the local traffic management plans that will require council approval.
- On-street parking and nature strip loss arising from retaining wall, barrier and station works and the effect on adjoining residents and traders.
- Station precinct design, landscaping, lighting, waste servicing, cleaning, security and whole-of-life maintenance responsibility, and who pays for each.
- Walking and cycling connections to stations, including the catchment improvements the project relies on to generate patronage, and their ongoing maintenance.
- Construction-phase management, including access for traders, detours, noise and the coordination of works with council capital programs.

The Partnership asks that a joint state–council working group be established to work through these interfaces, and that the Detailed Business Case include a resourcing agreement covering the council effort the program requires.

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Integration with the rest of the network

The FAQ states that the Rapid Bus Project is not part of the Greater Hobart Bus Network Review, and that if rapid bus is approved and funded, planning will continue "in collaboration with key stakeholders to ensure effective integration". From a passenger's point of view, these are one system. Greater integration between these processes would provide increased certainty for passengers, councils and project partners.

The Strategic Business Case itself anticipates "removal and truncation of existing bus services to efficiently integrate with new rapid bus services at key stations", and separate contractual arrangements from Metro services, with rapid bus operating "as a stand-alone product, utilising dedicated fleet". Those are significant changes for existing passengers, and they are being considered in a process the community has not been told about.

We ask that the relationship between the two processes be explained in the consultation material, that the network review and the rapid bus planning be brought into a single integration workstream with council involvement, and that any proposed changes to existing services be subject to specific community consultation before decisions are made.

Integration with the wider transport program also warrants attention: the expanding River Derwent ferry network, including the Wilkinson's Point terminal at Glenorchy; the park-and-ride program including the Claremont facility; the Hobart Transit Centre, and event transport arrangements for the proposed Macquarie Point stadium. The FAQ states that rapid bus is not the stadium transport solution and that, according to the stadium's transport study, rapid buses are expected to carry around three per cent of patrons. That clarity is welcome and should be retained.

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Funding, the Hobart City Deal, and the 2029 deadline

Activation of the Northern Suburbs Transit Corridor is a committed initiative of the Hobart City Deal 2019-29, and the corridor commitment totals \$57.9 million — \$38.5 million Australian Government, \$13.5 million Tasmanian Government and \$5.9 million from councils. At the 2024-25 Budget the Australian Government's \$38.5 million was reallocated to the Hobart Public Transport Infrastructure Planning project, conditional on including planning for transport solutions to the Macquarie Point precinct. A further \$25 million has not been released pending further scoping.

The Partnership seeks clarity on three points. Firstly, the Strategic Business Case refers to "the committed \$40.5m of Australian Government funding ... for planning and initial design", which does not reconcile with the \$38.5 million recorded against the corridor in the City Deal. Secondly, what the withheld \$25 million relates to, what is required for it to be released, and when. Thirdly, how the project will be positioned in the final years of the City Deal, given that the Deal remains legally in force only until February 2029 and that the corridor is its most visible unfinished commitment.



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Next steps

The Partnership requests:

- A written response to recommendations R1 to R17.
- A briefing to the Partnership and to the Elected Members of Glenorchy City Council and the City of Hobart on the Detailed Business Case work program, before the end of 2026.
- Agreement on the standing engagement arrangement sought by the Mayors in February 2026.

The Partnership reiterates its support for improved public transport in Greater Hobart and its willingness to work with the Tasmanian Government to make this project succeed. We would welcome the opportunity to meet the project team and the Minister to discuss this submission.



ATTACHMENT A

Suggested wording for the consultation material

The Partnership offers the following wording for adoption. It is drafted to be usable as-is and deliberately does not assert decisions the project has not made.

Factsheet A: Project Information

Item	Suggested wording
Frequency	"Services are proposed to operate every 10 minutes during weekday peak periods, defined as [insert times, from-to]. Services would operate every 30 minutes at other times. Proposed evening, weekend and public holiday frequencies, and the daily span of hours, are still being developed and will be published as planning progresses."
Fares and ticketing (new item)	"The fare structure, ticketing arrangements and payment methods for the rapid bus service have not yet been determined. Planning will consider how the service would integrate with existing public transport fares and ticketing, including concessions and transfers, and how the system would accommodate passengers who do not use bank cards or mobile devices. Further information will be provided as planning progresses, and there will be an opportunity to comment before arrangements are settled."
Network extent (new item)	"Is this the complete rapid bus network? No. The current planning project focuses on the route between Claremont and the Hobart city centre. The 2025 strategic study considered a wider rapid bus network for Greater Hobart across three corridors — north, south and east. The 2025 strategic study also considered southern and eastern corridors as part of a wider three-corridor rapid bus network. The timing, staging, funding and future planning of those corridors have not been confirmed. No decision has been made about extending the northern route beyond Claremont."

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Route map

Retitle as "Northern Suburbs Rapid Bus Project — indicative route and station locations" and add a note on the face of the map: "This map shows the indicative route and station locations. Station locations, intersection arrangements, the city-centre alignment and the Hobart Interchange are subject to further design. Locations may change."

**Factsheet B: Project Background**

Item	Suggested wording
Northern Suburbs Transit Corridor Plan	"The Northern Suburbs Transit Corridor Plan is a separate but closely related planning project concerned with the future development of land around the corridor between Glenorchy and New Town. It is jointly funded by the Australian and Tasmanian Governments and administered through a grant deed with Glenorchy City Council, with Regional Development Australia Tasmania. The Plan will investigate opportunities for planning scheme amendments to enable development and will guide the future intensification of inner-city apartment and medium-density housing along the corridor in line with population growth and housing demand. Community consultation and landowner engagement are central to that work." More information about the Northern Suburbs Corridor Plan will be available in early 2027.
How the projects fit together (new section)	Add a diagram or table with one row for each of: Northern Suburbs Transit Corridor Growth Strategy (2024) — vision and actions for the corridor; Northern Suburbs Transit Corridor Plan — planning scheme changes to make the corridor development-ready; Northern Suburbs Rapid Bus Project — the transport service and infrastructure; Greater Hobart Bus Network Review — review of existing bus services across the region; Southern Tasmanian Regional Land Use Strategy – Infrastructure and Growth Coordination Plan and future STRLUS reviews and updates For each, state what it decides, who leads it, its current status, and how it relates to the others.

Frequently asked questions: Suggested additions

Question	Suggested answer
How much will it cost to use the rapid bus?	"Passenger fares have not yet been determined. Further planning will consider how rapid bus fares would integrate with the wider public transport network, including existing fare categories, concessions and transfers between services."
How will passengers pay?	"The ticketing and payment system has not yet been determined. Rapid bus stations are expected to be designed for payment before boarding rather than on board. Before the service commences, information will be provided about accepted payment methods, where passengers will pay, and how the system will accommodate people who do not use bank cards or mobile devices."
Will passengers pay more for a rapid bus?	"No decision has been made about whether rapid bus fares would differ from existing bus fares."
What will happen to existing Metro services?	"The Northern Suburbs Rapid Bus Project is separate from the Greater Hobart Bus Network Review. No final decisions have been made about how existing routes or stops would change if rapid bus proceeds. Integration with local bus services, school services and other transport connections will require further planning, undertaken with councils and bus operators. Any proposed changes to existing services would be consulted on before they were made."
Will I need to change buses?	"That has not yet been determined. Future service planning will need to establish which services operate through the rapid corridor and which local services connect to rapid stations. This work will be undertaken with bus operators and councils."

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Question	Suggested answer
Will any private land or easements be required?	"This is not yet known. Further design work will identify whether any properties may be affected by the proposed route, stations or intersection changes. The project team will contact and consult directly with potentially affected property owners and occupiers before any property requirements are finalised. If land, an easement or temporary property access is required, affected people will be provided with further information about the process, their rights and entitlements, and the support available to them."
What will change on my street?	"Detailed design has not been completed, so street-level impacts are not yet known. Works along parts of the route may affect on-street parking, nature strips, vegetation, property access and the direction of traffic. The project team will write to and meet with residents and businesses in affected streets as design progresses, and before decisions are made."



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ATTACHMENT B

Questions on which the Partnership seeks written answers

- What are the proposed weekday peak periods, the daily span of hours, and the proposed evening, weekend and public holiday frequencies?
- When and how will fares, ticketing and payment methods be decided, and will the community be consulted before they are settled?
- What is the timetable and decision pathway for the southern and eastern corridors, and is any extension of the northern route beyond Claremont contemplated?
- What is the estimated capital cost of the northern route on current planning, and how does it reconcile with the \$315 million figure in the project FAQ and the program totals in the Strategic Business Case?
- Will the redacted component cost lines in Tables 7.8, 7.10 and 7.11 of the Strategic Business Case, including the year-by-year cashflow, be released? If not, on what basis are they withheld?
- What is the land acquisition allowance within "other client costs", and how many properties does the project expect may be affected?
- What is the identified source of operational funding for the rapid bus service, for what period, and what happens if it is not secured?
- What effect will the rapid bus network have on total Greater Hobart bus service kilometres, and on service levels in the suburbs feeding the corridor?
- What patronage does the project forecast under the land-use change scenario, as distinct from the 1,135 daily boardings modelled under Staging A?
- What is the proposed land-use reform program for the corridor — its scope, sequence, cost, funding and delivery responsibilities — and when will it be published?
- What council resourcing does the program require, and how will it be funded?
- What is proposed for the management, maintenance and funding of the Intercity Cycleway following transfer of the corridor from TasRail to State Growth?
- What arrangements are proposed for local government representation in the project's governance for the northern corridor?
- Will the Detailed Business Case, or its key assumptions and costings, be provided to the Partnership for comment before submission to the Australian Government?
- What does the withheld \$25 million relate to, what is required for it to be released, and when is that expected?

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GREATER HOBART COUNCILS PARTNERSHIP

September 2026

Executive Summary

Northern Suburbs Rapid Bus Project Draft Submission

*Tasmanian Government community engagement, 8 September – 9 October 2026***For endorsement by Glenorchy City Council and the City of Hobart****What is proposed**

The Tasmanian Government is consulting on a rapid bus route between Claremont and the Hobart city centre, using existing roads and part of the former rail corridor between New Town and Glenorchy, with twelve accessible stations and services every 10 minutes at peak and 30 minutes off-peak. It is the first of three corridors in a proposed Greater Hobart rapid bus network. The project is in early planning; construction could not begin before 2028, and only if approved and funded by both governments. A Detailed Business Case is being prepared for the Australian Government's 2027-28 budget process.

The Partnership's position

We support rapid bus for the northern corridor in principle and want the Detailed Business Case to succeed. Our councils are willing delivery partners. The submission focuses on three key matters: additional information is needed to support informed community feedback; the project's benefits depend heavily on land-use change facilitated through council planning schemes; and operating cost, rather than capital cost, remains a significant unresolved consideration.

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The evidence in brief

Measure	Strategic Business Case (December 2025)
Benefit/cost ratio, recommended option	0.28 / 0.26 depending on staging. No option assessed has a positive net present value or a benefit/cost ratio above one.
With city-shaping benefits counted	0.52 / 0.41 Roughly half the assessed benefits come from land-use change around stations.
Capital cost	\$934.8m – \$942.8m for the full three-corridor program; approximately \$315m for the northern route (project FAQ, an early high-level estimate).
Recurrent cost	\$18.5m per annum in the first year of full operation; approximately \$1.1 billion to 2064–65. No committed funding source identified.
Modelled patronage	1,135 daily boardings under the preferred staging (on business-as-usual settlement patterns).
Cost estimate currency	Estimates rest on documents from 2016 - 2023 which, the business case states, "do not represent the department's current planning".



What the consultation material does not tell the community

- Fares, ticketing and how passengers will pay are not mentioned, although rapid buses are not to have onboard fare collection.
- The definition of peak periods, the span of hours, and evening, weekend and public holiday frequencies.
- What happens to existing Metro routes and stops, and whether passengers will need to interchange.
- The southern and eastern routes, and whether the northern route might extend beyond Claremont.

Property impacts. Further information is needed regarding how potentially affected owners will be contacted and engaged, particularly given the business case identifies the potential for property acquisition, cancelled government leases, and impacts on kerbside parking and nature strips.

Why land use is the critical lever

The Strategic Business Case is unusually direct. On business-as-usual development, it says the rapid bus results "reflect what would be unquestionably a poor public policy decision to invest significant capital into a relatively small geographic area". It then says the case only holds if "genuine land use planning change is agreed and implemented", and that a commitment to rapid bus "in the absence of a clear commitment and program to deliver land use reform, cannot be expected to generate the anticipated city shaping benefits".

Both Glenorchy and Hobart are actively engaged in developing the *Northern Suburbs Transit Corridor Plan* however it's worth noting the considerable strategic land use planning that are our councils are already undertaking. Glenorchy has identified 105 hectares already zoned for medium-density infill; the Greater Glenorchy Plan and subsequent Northern Apartments Corridor Specific Area Plan (NACSAP) and Principal Activity Centre Specific Area Plan (PACSAP), Central Hobart Plan and North Hobart Neighbourhood Plan are all in place. What does not yet exist is a costed, sequenced and funded state program connecting planning scheme change to delivery. Planning reform is an important foundation, but additional actions will be needed to support development delivery and realise the projected benefits.

Operating cost and governance

Recurrent costs of \$18.5 million a year are proposed at a time when, as the City of Hobart notes, general access bus services in Greater Hobart are being reduced. The business case identifies no committed source of operational funding, and contemplates a separately contracted, stand-alone service with its own fleet, together with "removal and truncation of existing bus services". Our communities should reasonably ask whether the region's total public transport capacity is being increased or redistributed.

On governance: the Mayors wrote to the Minister on 25 February 2026 after the Strategic Business Case was released without prior notice to the councils. The Minister's reply of 25 May 2026 explained the timing and confirmed his commitment to the Partnership but did not address the Mayors' third request which was agreement on an engagement approach for future stages. That



remains outstanding, with the current consultation highlighting the value of progressing this conversation as the project moves into its next phase.

What the submission asks for

- **Better information now** (R1–R8): Reissue Factsheet A as a complete standalone document; state the position on fares and ticketing; retitle the route map as indicative; explain how the related projects fit together; add the missing frequently asked questions. Adoptable wording is provided.
- **Direct engagement with affected residents** (R9–R11): Led and resourced by Building Tasmania, in partnership with councils, with Oldham Avenue and Letitia Street the immediate priority; street-level impact assessment published; consultation on the Intercity Cycleway including the proposed six-month closure.
- **Transparency on cost** (R12–R13): Release the redacted cost breakdown, including the land acquisition allowance; identify how operations will be funded, by whom and for how long, before the Detailed Business Case is submitted.
- **A real land-use program** (R14–R15): A costed, sequenced, funded corridor land-use reform program developed jointly with our councils and published alongside the Detailed Business Case, together with funding for the council resources the program requires.
- **A defined council role** (R16–R18): The standing engagement arrangement the Mayors sought; local government representation in the project's governance for the northern corridor and a joint state–council working group; and the Detailed Business Case provided to the Partnership for comment before submission.

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The submission also sets out seventeen questions on which the Partnership seeks written answers.

This summary accompanies the full draft submission (18 pages), which contains the reasoning behind each recommendation, suggested wording for the consultation material at Attachment A, and the questions at Attachment B.

Decision sought

That Council endorse the draft submission for lodgement by the Greater Hobart Councils Partnership before the engagement period closes on Friday 9 October 2026 and note that the Partnership will seek a briefing on the Detailed Business Case work program before the end of 2026.

11.4 NOTICES OF MOTION - QUESTIONS ON NOTICE / WITHOUT NOTICE

CLOSURE OF OPEN MEETING BY THE CHAIR

Recommendation

That the meeting be closed to the public to allow discussion of matters that are described in Regulation 17 of the *Local Government (Meeting Procedures) Regulations 2025*.

The meeting was closed to members of the public and the live stream was terminated at [TIME]

The Chair adjourned the meeting for a short- recess.

12. CLOSED TO MEMBERS OF THE PUBLIC

The closed session commenced at [TIME]

12.1 CONFIRMATION OF MINUTES (CLOSED MEETING)

12.2 APPLICATIONS FOR LEAVE OF ABSENCE

12.3 FOOD ORGANICS AND GARDEN ORGANICS PROCESSING TENDER 1060

This item is to be considered at a Closed Meeting of Council by authority of the Local Government (Meeting Procedures) Regulations 2025, in accordance with the following reason(s):

17(2)(e) Contracts and tenders, for the supply and purchase of goods and services and their terms, conditions, approval and renewal

12.4 CONTRACT NO. 1061 FOOTPATH SWEEPING

This item is to be considered at a Closed Meeting of Council by authority of the Local Government (Meeting Procedures) Regulations 2025, in accordance with the following reason(s):

17(2)(e) Contracts and tenders, for the supply and purchase of goods and services and their terms, conditions, approval and renewal

12.5 CONTRACT NO. 1407-A - MUNICIPAL PAVEMENT RESEALING PROGRAM 2026/2027

This item is to be considered at a Closed Meeting of Council by authority of the Local Government (Meeting Procedures) Regulations 2025, in accordance with the following reason(s):

17(2)(e) Contracts and tenders, for the supply and purchase of goods and services and their terms, conditions, approval and renewal

12.6 AUDIT PANEL MEETING MINUTES

This item is to be considered at a Closed Meeting of Council by authority of the Local Government (Meeting Procedures) Regulations 2025, in accordance with the following reason(s):

15(2)(g) (Information of a personal and confidential nature or information provided to the Council on the condition it is kept confidential)

12.7 NOTICES OF MOTION - QUESTIONS ON NOTICE/ WITHOUT NOTICE