

**COUNCIL MEETING
AGENDA
MONDAY, 24 JUNE 2024**



GLENORCHY CITY COUNCIL

QUALIFIED PERSON CERTIFICATION

The General Manager 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 'Tony McMullen'.

Tony McMullen
General Manager
MONDAY, 24 JUNE 2024

Hour: 3:30pm

Present (in Chambers):

Present (by video link):

**In attendance (in
Chambers):**

**In attendance (by video
link):**

Leave of Absence:

**Workshops held since
last Council Meeting**

Date: Monday, 3 June 2024

Purpose: To discuss:

- Tasmanian Police Crime Statistics Update
- Draft Prince of Wales Bay Specific Area Plan Briefing
- Draft Budget Meeting #7

Date: Monday, 11 June 2024

Purpose: To discuss:

- MI Global Briefing

Date: Monday, 17 June 2024

Purpose: To discuss:

- Derwent River Ferry Service Expansion Briefing

ELECTED MEMBER STATEMENT OF INTENT

November 2022

We will...	By...
Be curious, open to change and difference	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Being accessible Being honest and trustworthy Demonstrating transparency and accountability
Be respectful to each other	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Self-reflecting Being open to feedback Being brave enough to be vulnerable
Show strong leadership	<ul style="list-style-type: none"> Challenging the status quo Continually learning and practicing good governance Striving for financial sustainability and strength Having clarity on role and purpose
Consider the impact we have on others	<ul style="list-style-type: none"> Practicing 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 cit

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1. APOLOGIES

2. CONFIRMATION OF MINUTES (OPEN MEETING)

That the minutes of the Council meeting held on 27 May 2024 be confirmed.

That the minutes of the Special Council meeting held on 17 June 2024 be confirmed.

3. ANNOUNCEMENTS BY THE CHAIR

4. PECUNIARY INTEREST NOTIFICATION

5. RESPONSE TO PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE

Question without notice – Deanne Gillie (Shaw), Granton

Q2: Will you look into opening up the Glenorchy Pool shower block together with the Salvation Army or similar organisation to provide facilities for people sleeping rough?

A: [Acting Mayor] That is a wonderful suggestion. I think it is merit worthy. We will look into it.

This question was taken on notice.

Response: Council has previously investigated potential use of Council-owned buildings to provide emergency shelter and toilet/shower facilities for people experiencing homelessness, as reported to Council meeting on 25 July 2022. The relevant section of that Council report is provided below.

Council-owned buildings

In relation to the use of council owned property for emergency shelter purposes, Council officers investigated this in response to the meeting held with members of parliament on 16 June, as detailed under 'Advice on proposed Motion #4' below. Council's Property section undertook an assessment of the potential to use Council-owned buildings to provide emergency shelter for people experiencing homelessness. The considerations are complex. A limited number of buildings were identified as possibilities as Council rarely leaves a facility vacant without finding a tenant. As such there would be a significant lead time waiting out leases to expire before most facilities could be made available. The following further considerations would need to be taken into account:

Safety matters

Opening up a Council building for emergency/homeless shelter without appropriate oversight and onsite management arrangements would be problematic from a duty of care perspective. There are likely to be a wide range of risks and safety issues that would need to be managed including on-site supervision by trained staff, security arrangements and cleaning. There are significant challenges involved with housing people experiencing homelessness, which may include complex health issues, accommodating family groups, people with pets, hygiene issues, drug and alcohol misuse, mental health and behavioural problems. These would require diligent and expert management - to avoid an otherwise well-meaning initiative putting future residents of such facilities at more risk. Council does not have the internal capability to provide the appropriate supervision and wrap around services that would be required to run a homeless shelter. A partnership with a provider whose core business and experience includes the operation of homeless shelters would be required.

Changerooms and sporting facilities

Change rooms and other rooms at sport and recreation facilities may have some appeal for this purpose as these include toilet and shower facilities. However, these are all tenanted and would require negotiation of specific agreements with the relevant tenants. Most grounds also include evening training and/or matches. Halls The majority of halls are highly utilised with regular hire groups in place. Even our lower-utilisation halls would require significant upgrades to ablution facilities and would be difficult to heat efficiently.

Planning/Building Permits

There are no exemptions in the Planning Scheme that would allow the use of premises for emergency/homeless shelters without the need to first obtain a planning permit. The use class would be Residential and the individual use most likely Communal Residence, which either requires a discretionary permit or is prohibited depending on the zoning of the land. The facilities are also not classified for residential occupation under the Building Act and hence would require reclassification and potentially significant works to meet that classification (the exact requirements of each building would need to be clarified by a Private Building Surveyor).

Negotiation/consultation with facility users

Use of facilities for emergency shelter of people experiencing homelessness would require significant negotiations with existing facility users to ascertain whether such use was practicable.

It is appreciated that the suggestion here is to use the pool facility which is currently unoccupied, however major renovations are due to take place shortly and no public access can be provided during this period. Once the renovations are completed the above issues will persist. It is also appreciated that the suggestion here is to partner with the Salvation Army or similar organisation, which may help to overcome some of the safety/supervision challenges noted above.

Unfortunately, the range of collective issues, as summarised above, made this proposal impractical and Council has since endorsed a Statement of Commitment on Housing which outlines the areas that Council can best contribute to in order to support housing, and Council continues to focus on:

www.gcc.tas.gov.au/wp-content/uploads/2023/05/GCC-Statement-of-Commitment-on-Housing-Update-30-January-2023.pdf

**Question without notice – Deanne Gillie (Shaw), Granton
on behalf of Michelle Austen**

Q1: Where are historical archives being kept?

A: [Acting Mayor] This question was taken on notice.

Response:

A large number of Council's physical documents have recently been digitised, so those are temporarily being kept with the contractor for this project, Acrodata. The digital copies of these are being kept with Council's other digital documents, in an Electronic Document and Records Management System (EDRMS). Any physical documents that Council is required to keep under legislation is kept at Council's physical storage contractor's facility, which is currently Zircodata. There are also many documents that have been transferred to the Office of the State Archivist.

In a more general sense, Council holds information accumulated/compiled from a variety of sources (incl the aforementioned digitised files along with photographs, reference texts, technical reports, and information) that the Heritage Officer draws upon in answering specific public enquiries on a wide range of historical interest or research topics, when time permits. In these instances, responses are saved electronically (e.g., to individual correspondent, property or subject files as appropriate).

Council's Corporate Collection contains a diverse array of items that are either functional and in use (e.g., the Mayoral robes and chains of office), displayed on walls throughout Council in the case of framed artworks and proclamations, contained in display cases, or are kept at Council's Tolosa storage unit which is a stable, clean and dry environment, deemed fit for purpose by a qualified materials conservator. Many of the items in storage are contained in archival survival boxes and/or interleaved/wrapped in acid free paper. The collection is described by inventory, the listed items inspected by the conservator bi-annually, and otherwise overseen by Council's Heritage Officer.

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 31(2) and (3) (Public question time) Local Government (Meeting Procedures) Regulations 2015, 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.

Question with notice – Moonah Nature Mates**(Received Tuesday, 11 June 2024)**

Background Moonah Nature Mates is a local community group founded in 2020 that has been working with Council to preserve the native bushland remnants of Moonah and West Moonah within Council reserves. We work closely with Council's environment team on a range of activities including woody weed removals, rubbish clean ups, thinning of overstorey vegetation, community plantings and citizen science days, all aimed at preserving and enhancing the original flora of Moonah – West Moonah.

One of the reserves we have worked at regularly is the Jim Bacon Memorial Reserve. This reserve is special – it contains a healthy 2 hectare stand of Black Gum woodland, an officially listed, threatened vegetation community under both Commonwealth and State legislation. The reserve supports 97 local native species including three State-listed threatened species. One of these is the Blue Devil – *Eryngium ovinum*; its population at Jim Bacon Memorial Reserve is one of the largest and most significant in Tasmania.

Much to our surprise, a disc golf course was installed earlier this year in the Jim Bacon Memorial Reserve. This is despite discussions over the years between Moonah Nature Mates and various Council officials and councillors about the potential use of this space for activities aimed at protecting and extending the woodland flora and improving the aesthetics of the reserve. Fortunately, no threatened species have been directly impacted by the disc golf infrastructure though it needs to be noted that populations of the threatened Blue Devil occur less than 50 metres away from new infrastructure.

With the above in mind, we seek Council's clarification on the following:

Q1: What community consultation did GCC engage in before making the decision to install the Disc Golf course in the Jim Bacon Memorial Reserve? (e.g., were neighbours or any community groups consulted?)?

Response: Yes, neighbouring properties were all sent a letter outlining the proposal and provided the opportunity to provide feedback. 78 letters were posted to surrounding properties on 22 February 2023 with a map and description of the proposal. Very few questions were raised around the proposal, and these were addressed accordingly.

Q2: What policies does GCC use when considering new activities or developments in parks, reserves and other areas of Public Open Space and are these policies current and up to date?

Response: The Council endorsed Sport and Recreation Framework, *Active Glenorchy 2040*, outlines the opportunity to activate the park including facilities such as disc golf. The proposal was exempt from requiring a Planning Permit under the Tasmanian Planning Scheme.

Q3: Are Council members aware of the ecological significance of the remnant Black Gum woodland and threatened species growing in the Jim Bacon Memorial Reserve (and the significance of similar vegetation in other GCC reserves) and of Council's obligations to protect these, under State and Federal legislation?

Response: Yes absolutely. The proposal was reviewed by Council's Natural Areas Environment Officer with these natural values specifically in mind. The proposal was subsequently adjusted to the satisfaction of the Environment Officer ensuring the activity was kept clear of the Black Gum woodland and threatened species. This also included consideration of the direction of throw of the discs. The facility is contained to the mowed open grass park area, and only involved the installation of several baskets and posts.

Question with notice – Robert Holderness-Roddam

(Received Sunday, 16 June 2024)

Q1: Having advocated strongly, over many years, for a pedestrian refuge crossing on Main Road at Austins Ferry, near bus stop no. 42, without success; I was surprised to find one being constructed on Main Road south of the junction with Hestercombe Road at Goulds Lagoon.

Having recently met with a GCC staff member, who explained amongst other things that the provision of the bike paths precluded the provision of a pedestrian refuge in Austins Ferry, I would like an explanation as to how this location in Granton can be justified. (Photo below).



Response:

On Main Road, to the south of Hestercombe Road, parking on the west side of the road is already prohibited as properties have access and parking off Sanctuary Road. This means that there is enough road space for a pedestrian median island, bike lanes on both sides of the road and parking on the east side of the road.

On Main Road, between Wakehurst Road and Merley Road, there is parking and bike lanes on both sides of the road. The installation of a pedestrian median island would require the removal of parking on one side of the road or the bike lanes.

7. PETITIONS/ADDRESSING COUNCIL MEETING (DEPUTATION)

COMMUNITY

Community Goal – Making Lives Better

8. ACTIVITIES OF THE MAYOR

Author: Acting Mayor (Sue Hickey)
 Qualified Person: General Manager (Tony McMullen)
 ECM File Reference: Mayoral Announcements

Community Plan Reference:

Transparent and accountable government

Strategic or Annual Plan Reference:

Objective	We are a leader and partner that acts with integrity and upholds our community's best interests.
Strategy	Listen to our community to understand their needs and priorities.
Strategy	Communicate effectively with our community and stakeholders about what Council is doing.
Strategy	Build and maintain productive relationships with all levels of government, other councils, and peak bodies to achieve community outcomes for Glenorchy and Greater Hobart.

Reporting Brief:

To receive an update on the recent activities of the Acting Mayor.

Proposal in Detail:

The following is a list of events and external meetings attended by Acting Mayor, Sue Hickey during the period from Monday, 20 May 2024 to Sunday, 16 June 2024.

Monday 20 May 2024

- Chaired the Council workshop.

Tuesday 21 May 2024

- Participated in Cosgrove High School redevelopment meeting.
- Facilitated Community Yarn at KGV.

Thursday 23 May 2024

- Meeting with Dean Coleman, Managing Director of Solutions Won Group regarding disability housing in Glenorchy.
- Facilitated Community and Volunteer Awards at MyState Bank Arena.

Friday 24 May 2024

- Participated in ABC Radio discussion on racism facilitated by Leon Compton.
- Participated in WIN Television interview regarding racism.
- Participated in Australian Local Government Women's Association meeting.

Monday 27 May 2024

- Chaired the Council workshop.

Tuesday 28 May 2024

- Following National Road Safety Week, participated in a meeting with Peter Frazer, President of SARAH regarding Council's status as a Yellow Ribbon Road Safety Council and supporting road safety in Glenorchy.
- Participated in a meeting regarding Disability Housing in Glenorchy with Managing Director and Chief Operating Officer of Solutions Won Group Pty Ltd with General Manager and Deputy General Manager GCC.
- Met with the President of the Tasmanian Transport Museum and toured the Tasmanian Transport Museum.

Wednesday 29 May 2024

- Participated in discussion regarding the Country Women's Association with State President, Adriana Taylor.
- Meeting with Jacob Miller, TadPac, social enterprise printing business operated by Uniting Care.
- Attended Big Match Basketball: Tasmania Police v. Glenorchy Youth, Glenorchy City Council Forecourt.
- Met with the President of the Friends of Glenorchy Pool Inc.
- Attended a meeting of the Glenorchy Municipality History Group.

Thursday 30 May 2024

- Attended The Salvation Army Red Shield Appeal Hobart Launch.

Friday 31 May 2024

- Attended the National Reconciliation Week Breakfast.
- Attended the National Day of Italy celebration event.

Sunday 2 May 2024

- Participated in the 83rd Anniversary of the Battle of Crete wreath laying ceremony.

Monday 3 June 2024

- Chaired the Council workshop.

Tuesday 4 June 2024

- Participated in discussion with Lions Club regarding projects.
- Attended Italian Pensioners Association “Italian National Day” luncheon.
- Met with community members concerning toilet block construction at Cadbury Road.

Wednesday 5 June 2024

- Participated in the Greater Hobart Mayors Forum.
- Met with Honni Pitt (St Giles Association), Becher Townshend and Simon Behrakis MP.

Thursday 6 June 2024

- Visited the new offices of local business Nat Downton - Downton Property.
- Met with the CEO of Basketball Tasmania to discuss basketball infrastructure in Glenorchy municipality.
- Attended the launch of four exhibitions at the Moonah Arts Centre; *‘Animal Prestige’*, *‘Unleash Your Art’*, *‘Seaworthy’* and *‘Release’*.
- Sent a letter to the Hon. Eric Abetz MP seeking an update on the project related to the intersection of Foreshore Road, Brooker Highway and Duncan Street.

Saturday, 8 June 2024

- Attended the South Sudanese Food and Dance Festival *‘Culture in the Park’* At Tolosa Park.
- Attended the 2024 Southern Football League and North-West Football League Representative Games Function at North Hobart Oval.

Tuesday 11 June 2024

- Visited and met with Glenorchy Golden Years Club.
- Attended a luncheon to mark the birthday of King Charles with the Combined Commonwealth Societies of Tasmania.
- Participated in the Glenorchy Planning Authority Meeting.
- Chaired the Council Workshop.
- Attended a Glenorchy Football Club presentation on Dean Coleman Stadium V2.0.

Wednesday 12 June 2024

- Visited Abbeyfield House and met with Committee members.
- Attended and participating in the GCC Community Budget Briefing.

Friday 14 June 2024

- Visited Aurora Disability Services.

Saturday 15 June 2024

- Attended the Glenorchy Citizens of the year luncheon.

Sunday 16 June 2024

- Participated in '*The Walk – Step Up Together*' with Chair of the Migrant Resource Centre Tasmania, and the Hon. Peter Gutwein. The Walk has sought to raise awareness of the need for a more inclusive and compassionate lutruwita/Tasmania.

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

Consultations:

Nil

Human Resource / Financial and Risk Management Implications:

Nil

Community Consultation and Public Relations Implications:

Nil

Recommendation:

That Council:

1. RECEIVE the report about the activities of Acting Mayor Hickey during the period from Monday, 20 May 2024 to Sunday, 16 June 2024.

Attachments/Annexures

Nil.

ECONOMIC

Community Goal – Open for Business

9. DERWENT RIVER FERRY EXPANSION PROJECT

Author: Deputy General Manager (Emilio Reale)

Qualified Person: Deputy General Manager (Emilio Reale)

ECM File Reference: Greater Hobart Ferry Terminals

Community Plan Reference:

Leading Our Community

The communities of Glenorchy will be confident that Council manages the community’s assets soundly for the long-term benefit of the community.

Invest in infrastructure to achieve Our Community’s Vision

Strategic or Annual Plan Reference:

Leading Our Community

Objective	We are a leader and partner that acts with integrity and upholds our community’s best interests.
Strategy	Communicate effectively with our community and stakeholders about what Council is doing.
Strategy	Make informed decisions that are open and transparent and in the best interests of our community.
Objective	We responsibly manage our community’s resources to deliver what matters most.
Strategy	Manage the City’s assets responsibly for the long-term benefit and growth of our community.
Strategy	Deploy the Council’s resources effectively to deliver value while being financially responsible.
Strategy	Ensure our City is well planned and prepared to minimise the impact of emergency events and is resilient in responding to and recovering from them.
Action	Manage Council’s infrastructure and facilities sustainably for the benefit of the community by implementing asset management plans that maintain or replace facilities as they reach the end of their useful lives.

Open for Business

Strategy Maintain a progressive approach that encourages investment and jobs.

Strategy Plan for the orderly future growth of our City, with particular focus on structure planning for the Northern Suburbs Transit Corridor and at Granton.

Valuing Our Environment

Strategy Work to reduce our resource use and carbon emissions and prepare the City for the impacts of a changing climate.

Strategy Make our City more liveable by investing in our City's infrastructure.

Strategy Working proactively with providers, manage the City's transport infrastructure sustainably to secure accessible, safe and reliable transport options for everyone.

Reporting Brief:

The purpose of this report is to:

- Provide detail on the development of infrastructure to enable the expansion of the ferry service operating on the River Derwent, and
- to seek in-principle approval for the location of the proposed new passenger ferry terminals, including at Wilkinsons Point, and
- to seek in-principle approval for community consultation to be undertaken in respect to the Wilkinsons Point location.

Proposal in Detail:

The Derwent Ferry expansion project is being progressed as a key component of the Greater Hobart City Deal. Governance arrangements are in place with the establishment of a Steering Committee comprising of the General Manager of Glenorchy City Council and CEOs of the City of Hobart, Clarence City Council and Kingborough Council. The Steering Committee reports directly to the Hobart City Deal Implementation Board.

The Hobart commuter ferry service commenced as a one-year trial to establish demand. To date, over 200,000 passengers have used the service, with around 10,000 passengers using it during the January 2022 Ashes Test alone. Due to the high uptake of this trial service, a second vessel was deployed from the end of November 2021 to run an additional four services a day, bringing the total daily services to 19 and catering for an additional 400 passengers a day.

In December 2021, a limited trial of Saturday services commenced to support summer access to the Hobart CBD, subsidised by the City of Hobart. The additional services ran on Saturdays from mid-December 2021, carrying an average of over 700 visitors each Saturday. The trial is widely regarded as a success and there is strong community support.

From 1 June 2024 until 30 June 2025 the fare for the Derwent Ferry is as follows:

- Adult: \$1.70 (\$1.36 when using a Metro Greencard)
- Concession: \$1.20 (\$0.96 when using a Metro Greencard)
- Child/student (5 – 16 years old): \$1.00 (\$0.80 when using a Metro Greencard)
- Use a Metro Greencard to receive a 20 per cent discount.
- Children under the age of 5 travel for free provided they are not in school uniform i.e., travelling to/from school.
- Bikes and e-scooters are permitted on board at no extra charge.

Passengers who travel to/from the ferry by bus using a Metro Greencard can transfer between services for free within 90 minutes of their first boarding, permitting the total zones travelled do not exceed the fare paid for the first boarding.

Growing Need of Transport Options

Greater Hobart is experiencing population, employment, and tourism growth which is increasing the demand for space and placing pressure on existing transport infrastructure. Even accounting for slowing population growth into the future there is a need to provide more transport options for the Greater Hobart area to ease existing and future traffic congestion issues.

Ferries reduce road congestion and are competitive against other modes of transport where they provide a clear journey time advantage. Across the Greater Hobart Region, a ferry network will assist in reducing road traffic congestion and carbon emissions.

International evidence is clear that public transport is most successful when it caters for all people partaking in a wide range of societal activities. A connected multi-modal network providing connections, directly and via interaction is critical, and in Greater Hobart's case a modern ferry network would fill a gap in public transport provision.

Notably, ferries are an established part of the transport system for other river-based capital cities in Australia such as Brisbane and Sydney and other cities around the world.

Work commissioned by the Greater Hobart Councils during 2022/23 confirmed the viability of an expanded passenger ferry service on the River Derwent. The work confirmed the need (as an initial priority) for new (or upgraded) terminals at Wilkinsons Point, Lindisfarne and Sandy Bay. The report also identified the locations of Regatta Point, Kingston Beach and Geilston Bay as priorities for development of the infrastructure in a subsequent round.

The Tasmanian Government developed the draft River Derwent Ferry Service Master Plan. This plan considered over 30 potential locations for new passenger ferry infrastructure on the Derwent River and shortlisted areas identified as a priority for development. The prioritised locations identified align with the Councils' priorities.

The Master Plan, however, differs in identifying Howrah Point, rather than Geilston Bay as a second-round priority. The draft plan is being finalised and will be presented to the new Minister for Transport in the near future.

Following the initial investigations, local engineering firm Burbury Consulting was engaged by the Councils to undertake a detailed assessment of each locality to identify the specific site, develop concept plans and P90 costings for the proposed infrastructure. (Note: A P90 costing is a project cost estimate with sufficient contingency to provide 90 per cent likelihood that this cost would not be exceeded to deliver the proposed project).

Burbury Consulting has also been engaged by the Tasmanian Government to undertake the design development of the upgraded ferry terminal at Bellerive. The use of this local firm provides the benefit of extensive local knowledge and consistency of the design for all proposed terminals.

Numerous sites in each of the locations identified by the Councils were assessed against established criteria. A report detailing each of the sites, the assessment process and the proposed site in each area is attached (Attachment 1).

Proposed Site Locations

The proposed locations are:

1. Wilkinsons Point

The existing Council licensed jetty at Wilkinsons Point has been assessed as the most appropriate site for development within the City of Glenorchy. The jetty would require upgrades with improved connectivity to adjacent developments in the area. However, there is already suitable existing infrastructure such as the GASP pavilion and public toilets. Further development would be required to provide more public amenity if a possible kiosk was desired at the site. The site is remote and lacks any passive surveillance after operating hours.

1a. Montrose Bay Foreshore

The option of establishing a new passenger ferry terminal in the Montrose Bay area was assessed in the Burbury report as also having some potential. However, it is not the preferred site and does not have any pre-existing infrastructure. This location should only be considered if Wilkinsons Point proves unviable. The area currently comprises a car park, playspace and open space. It has convenient access to a pedestrian catchment and space to enable the possible establishment of a further small car park or bus terminus. The site is separated from the pedestrian catchment by the Brooker Highway without any pedestrian crossings and is somewhat exposed to prevailing weather conditions. However, it provides ease of vessel access as there are no moorings or maritime restrictions that would apply to a ferry.

2. Lindisfarne Sailing Club

The assessment of the sites at Lindisfarne was complex with the assessment of two sites (Lindisfarne Sailing Club and Natone Street) very close. The following factors resulted in the Lindisfarne Sailing Club being proposed as the best location:

- a) The Sailing Club is particularly supportive of the proposed development and keen to work with the Councils to develop the proposed infrastructure.
- b) The Tasmanian Government, who will operate the passenger ferry network, favours the Sailing Club location.

- c) Development of the new terminal may also provide some facilities that can be used to support the Sailing Club's ongoing operation.

2a. Natone Street

The option of establishing a new passenger ferry terminal in the area off the end of Natone Street was assessed as having merit. The area currently comprises a gravel car park and open space. It has convenient access to the catchment and space to enable the possible establishment of a small car park or bus terminus. The site is somewhat exposed to prevailing weather conditions but provides ease of vessel access as there are no moorings or maritime restrictions that would apply to a ferry.

3. Sandy Bay

Four sites in Sandy Bay were assessed with two sites being shortlisted for more detailed consideration.

Car Parking at or near Ferry Terminals

Concerns have been raised regarding a proliferation of car parking by ferry users in close proximity to the new passenger terminals. The Tasmanian Government has been very clear that the new facilities will not be supported by car parking and would be connected with public transport services such as buses and adequate access for pedestrians and active transport options such as bikes and scooters.

To address this issue, and to recognise that long day parking has been an issue of concern regarding the Bellerive ferry terminal, it is proposed that:

- a) Community consultation in relation to the proposed new ferry terminal at Wilkinsons Point (or Montrose Bay if determined Wilkinsons Point is deemed not viable) including opportunities to provide feedback in relation to traffic and parking concerns in the immediate area.
- b) Advocate for any parking for the Wilkinsons Point ferry to be managed on State Growth land at either the Wilkinsons Point site or the underutilised Crown land car park on the corner of Goodwood Road and Brooker Highway with improved walking and cycling connections. If all day parking becomes an issue, Council can assess time limited parking on our residential streets and car parks in the proximity of a new terminal if this becomes necessary.
- c) Greater Hobart Councils lobby the Tasmanian Government to improve seamless connectivity of Metro Tasmania bus services, including improving walking and cycling connections to the site and possible bus access from Goodwood Road so services are quicker for the newly established ferry terminal.

Consultations:

General Manager
Deputy General Manager, Director, Infrastructure and Development
Manager Assets Engineering and Design
Manager Property Environment and Waste
Transport Engineer
Project Manager City of Hobart
Executive Officer, Greater Hobart Strategic Partnership
CEOs of Clarence, Hobart and Kingborough Councils

Human Resource / Financial and Risk Management Implications:

Financial

In April 2022, in the lead up to the Federal Election, the Labor Party announced a funding commitment of \$20M to develop infrastructure that would facilitate the expansion of a ferry service on the River Derwent. After winning the election, the Federal Labor Government confirmed the availability of the capital funding in the October 2022 Federal budget. Following a protracted application process, the Australian Government funding has now been secured and a grant deed has been executed accordingly.

The Tasmanian Government also made a commitment to the enhancement of the existing ferry service (from the CBD to Bellerive) with a commitment of \$19.5M to upgrade facilities at Bellerive and to operate the service. More recently (during the Tasmanian Election campaign) the Tasmanian Liberal Party committed an additional investment of \$20M to help develop infrastructure to support an expanded ferry service, which has recently been expanded to include weekend sailings.

While there is no direct investment to be provided by Local Government for the operation of the service, it will be incumbent on the Councils to invest in shore-based transport facilities (walkways, cycleways etc) to ensure the ferry service is well connected to existing services and centres. To this end, each Council will contribute \$500,000 over a two-year period. No funds have been budgeted in the FY2024/25 financial year. However, \$500,000 capital expenditure has been allocated in 2025/26 under the long-term financial management plan. If funds are required earlier, these funds (\$250,000) can be allocated via a separate council decision. Glenorchy City Council may have an opportunity to divest the existing assets at Wilkinsons point as, or part of, the required co-contribution pending agreement from the Federal Government.

It may also be possible that investment be leveraged from third parties to help develop and optimise the shore-based facilities at each location.

The work undertaken to date has confirmed that the available budget will be adequate to develop the terminals in each location as proposed. This will be validated following the development of concept designs and the associated identification of cost estimates.

A condition of the funding provided by the Australian Government is that the Councils own and maintain the terminals for a minimum of five years. The Councils will, however, work collaboratively to negotiate the longer-term transfer of ownership of the new terminals to the Tasmanian Government. As the Council will not be planning for the replacement of the terminals, a future report will be prepared that recommends that annual depreciation not be recognised for the infrastructure.

During the period that the terminals will be within Council control, it is expected that some operating costs may impact on each Council's budget. An initial estimate predicts that the operating costs would be around \$25,000-\$30,000 per year. This is based on the assets being new or upgraded, requiring minimal maintenance within the first 5 years and not accounting for depreciation. Council is already covering the cost of electricity and water/sewage to the site. The estimate includes an increase in water and sewerage usage.

At this stage, these estimates are very indicative but suggest expenses associated with the terminals may be partially offset by income derived from their operation (e.g. advertising, food van permit fees).

The report also details investment by the Tasmanian Government and its commitment to the operation of an expanded ferry service.

Human resources

The delivery of this project (including project management of outsourced works) is managed within Council's existing resources. This is in conjunction with the Greater Hobart Steering Group for this project, that reports directly to the Hobart City Deal Implementation Board.

Risk management

The Greater Hobart Councils are working collaboratively on this project as part of the Greater Hobart City Deal. The Councils are also collaborating closely with the Tasmanian Government via officers in the Department of State Growth on all aspects of this project.

Through the Greater Hobart City Deal, Councils and the Tasmanian Government have engaged with the Australian Government in relation to funding of expansion options, resulting in \$20M grant being awarded.

The Greater Hobart Councils, with the City of Hobart as the recipient Council, have entered into a grant agreement with the Australian Government for receipt of granting funding for the design, development and construction of the public ferry terminals.

The grant agreement provides for funding payments in accordance with achievement of milestones. If those milestones are not reached in accordance with the grant agreement, the Australian Government can terminate the grant agreement.

The Tasmanian Government undertook a high level of consultation when releasing the draft River Derwent Ferry Service Masterplan. This plan detailed each of the sites now proposed for establishment by the Councils. As the plan outlines, Glenorchy is in an enviable position that there is already existing infrastructure at Wilkinsons Point that can be further developed, however, Glenorchy City Council may need to further invest in associated infrastructure to link the Wilkinsons Point facility to other connecting roads. This could include lighting to the Wilkinsons Point shoreline pathway.

Risk Identification	Consequence	Likelihood	Rating	Risk Mitigation Treatment
Adopt the recommendation				
Proposal put forward by the Greater Hobart Councils is not progressed	Minor (C2)	Possible (L3)	Medium (6)	Grant funding secured from Federal Government may be lost. Increase efforts to maximise influence in the implementation of the recommendations.
Council may be required to provide additional associated infrastructure such as lighting	Minor (C2)		Medium (6)	Assess the requirement for additional infrastructure as part of overall project. Consider usage of solar powered lighting.
Council fails to divest the assets after the milestone 5-year period as required in the Grant Deed.	Minor (C2)	Possible (L3)	Medium (6)	Council officers seek alternative ways to divest the assets to lease holders on a commercial basis. Council is already the owner of existing assets at Wilkinsons point.
Council may be required to contribute more than the original co-contribution amount estimated.	Minor (C2)	Possible (L3)	Medium (6)	Monitor the tender costing that are received for the project and negotiate the most cost efficient outcomes to stay within budget.
Do not adopt the recommendation				
Recommendation not to participate in the Ferry terminal project	Minor (C2)	Possible (L3)	Medium (6)	Council loses the opportunity to be connected with alternative transport options for future development.

Community Consultation and Public Relations Implications:

Community consultation

The community has expressed strong support for the expansion of ferry services on the Derwent River to provide alternative transportation opportunities for commuters and to help reduce traffic congestion on Greater Hobart highways and main roads. The Greater Hobart Councils are working collaboratively on this project as a component of the Greater Hobart City Deal.

Broad community consultation will be undertaken once preferred sites are confirmed. This consultation will seek to identify specific community concerns, including in relation to traffic and parking, as well as opportunities associated with the proposed location/s being investigated. The findings of this consultation will be used to inform design and other considerations before further consultation by the Department of State Growth.

Public relations

In respect to the proposal to locate a ferry terminal on Wilkinsons Point or alternatively at Montrose Bay, further community consultation is proposed. This consultation will seek to identify specific concerns and opportunities associated with the proposed location/s, including issues such as traffic, parking and appropriateness of proposed sites.

Recommendation:

That Council:

1. NOTE the report detailing the development of infrastructure to enable the expansion of the ferry service operating on the Derwent River (Attachment 1).
2. NOTE that Australian Government grant funding of \$20M has been secured to develop infrastructure at key locations to enable the expansion of the ferry service to proceed.
3. PROVIDE in-principle support for the establishment of the proposed new passenger ferry terminal at Wilkinsons Point.
4. NOTE the proposed establishment of additional ferry terminals outside of the municipality, at Lindisfarne Bay and Sandy Bay.
5. AUTHORISE the General Manager to:
 - a. PROGRESS the development of plans, identification of P90 cost estimates and any additional stakeholder engagement required for the ferry terminal to be located at Wilkinsons Point.
 - b. UNDERTAKE community consultation in respect to the proposed Wilkinsons Point and, in the alternative, Montrose Bay, and report the findings of that consultation to Council, and to consider those findings in any detailed planning undertaken in preparation to lodge applications for development approval as required.
6. UNDERTAKE an advocacy campaign (in conjunction with other Greater Hobart Councils) to strongly encourage the Tasmanian Government to develop systems to enable direct connectivity between Metro Tasmania and Derwent River passenger ferry terminals.
7. ADVOCATE for any parking for the Wilkinsons Point ferry to be managed on State Growth land at either the Wilkinsons Point site or the underutilised Crown land car park on the corner of Goodwood Road and Brooker Highway with improved walking and cycling connections.
8. INVESTIGATE the imposition of time limited parking restrictions in the proximity of existing or future passenger ferry terminals, with the aim of effectively limiting all day parking in those areas.

Attachments/Annexures

- 1 Derwent Ferries Site Appraisal Investigation Report



GOVERNANCE

Community Goal – Leading our Community

10. RESULTS OF 2024 BY-ELECTION FOR MAYOR AND COUNCILLOR

Author: General Manager (Tony McMullen)

Qualified Person: General Manager (Tony McMullen)

ECM File Reference: Local Government Election 2024

Community Plan Reference:

Leading our Community

We will be a progressive, positive community with strong council leadership, striving to make Our Community's Vision a reality.

Strategic or Annual Plan Reference:

Leading our community

Objective We are a leader and partner that acts with integrity and upholds our community's best interests

Strategy Listen to our community to understand their needs and priorities.
Champion and work together to address our community's needs and priorities.

Reporting Brief:

To report on the results of the by-election held in June 2024 to fill the vacant Mayor and Alderman/Councillor positions on Glenorchy City Council.

Proposal in Detail:

Following the election of former Mayor Bec Thomas to the Legislative Council in State Parliament as an Independent Member for the seat of Elwick, Mayor Thomas formally resigned as both Mayor and Alderman of Glenorchy City Council on 9 May 2024.

The resignation created vacancies for the offices of both Mayor and Alderman/Councillor.

Because the vacancies occurred more than 6 months before the next scheduled local government elections, the vacancies were required to be filled through by-elections.

The timeline for the Glenorchy by-elections was as follows:

Notice of election issued	18 May 2024
Candidate nominations opened	9 am, 20 May 2024
Electoral roll closed	6 pm, 23 May 2024
Candidate nominations closed	12 noon, 28 May 2024
Candidates announced	28 May 2024
Ballot material delivered to electors	22 to 25 June
Polling period for postal voting	3 June to 2pm 20 June 2024
Commencement of counting	21 June 2024
Results published	22 June 2024
Certificate of Election issued	22 June 2024

Given the next ordinary meeting of Council following the By-Election is 24 June and the election results will be known after the 19 June agenda closure for that meeting, this officer's report is written in advance of the result to ensure there is an agenda item to enable discussion, while avoiding the need to table an urgent item.

Candidates

Candidate nominations were announced on 28 May 2024.

There were seven nominations for the position of Mayor:

- Shane Alderton (current Alderman)
- Mala Crew
- Matt Haubrick
- Sue Hickey (current Alderman and Deputy Mayor)
- Lachlan McCarthy
- Justin Stringer
- Russell Yaxley (current Alderman)

There were eleven nominations for the position of Alderman/councillor:

- Jenny Branch-Allen
- Mala Crew
- Marilena Di Florio
- Deanne Gillie (Shaw)
- Aris Grafanakis
- Nina Hamasaki
- Matt Haubrick
- Lachlan McCarthy
- Morris Malone
- Graham Murray
- Justin Stringer

Election Results

The polling period for the election, which was conducted by postal vote, closed at 2:00 pm on 20 June 2024.

Counting of the votes commenced at 8:45am on 21 June 2024. Late on the afternoon of 21 June 2024, the Tasmanian Electoral Commission announced that:

- Sue Hickey was elected as Mayor
- Justin Stringer was elected as Councillor/Alderman

The TEC issued its Certificate of Election under the *Local Government Act 1993* (the Act) on 22 June 2024, with the Certificate provided to Council on 22 June 2024.

A copy of the Certificate of Election ([Attachment 1](#)) and a copy of the final results ([Attachment 2 and 3](#)) are attached.

Declarations of Office

Under section 321 of the Act, a person elected as a councillor (Alderman) is required to take a declaration of office in the prescribed manner before they can act in that role. Council is required to acknowledge the making of a declaration of office at its meeting and record it in the minutes.

Mayor

Sue Hickey made her declaration of office on Monday, 24 June 2024.

Councillor/Alderman

Justin Stringer made his declaration of office on Monday, 24 June 2024.

Mayoral appointments on regional organisations, intergovernmental forums and Council Committees

Section 27(1)(f) of the Act provides:

“the functions of a mayor are -

(f) to represent the council on regional organisations and at intergovernmental forums at regional, state and federal levels.”

The regional organisations and intergovernmental forums to which Council is currently a party, together with the Mayor’s role on that Committee, include:

- Local Government Association of Tasmania, Voting representative
- TasWater owners’ representatives group, Owners’ representative’
- Southern Tasmania Regional Waste Authority, Forum Member
- Greater Hobart Committee (Greater Hobart Act), Member
- Greater Hobart Strategic Partnership, Member
- Joint Ministerial Council (Hobart City Deal), Member

In order to ensure compliance with s. 27(1)(f) of the Act, it is recommended the Council acknowledges the Mayor’s appointment to the above bodies.

The Mayor is, by virtue of their office, and past resolutions of Council (28 November 2022), also an automatic appointment to the following Council committees:

- Glenorchy Planning Authority, Chair
- General Manager’s Performance Review Committee, Chair

The Mayor is chair of the Jobs Hub Steering Committee by virtue of the Jobs Hub funding agreement with the State government.

Administrative Note

An amended copy of this report with updated particulars will be tabled at the Council meeting. Details that will be included in the updated report are underlined throughout this report.

Consultations:

Tasmanian Electoral Commissioner

Human Resource / Financial and Risk Management Implications:

Financial

The cost to Council of supporting the By-Election has been managed within existing resources.

Human resources

The relevant Council officers have received training from the TEC to enable them to support the by-election processes effectively.

Risk management

As the recommendations of this report are for noting and acknowledging only, a risk assessment is not required.

Community Consultation and Public Relations Implications:

Community consultation

The TEC was responsible for public notification associated with the elector poll process.

Public relations

The results of the elector poll, which are expected to be known on 21 June 2024, will be discussed at this meeting as required under s. 60E(1) of the Act.

Recommendation

That Council:

1. NOTE the results of the 2024 Glenorchy By-Elections, as published in the Certificate of Election, namely the election of:
 - a. Sue Hickey as Mayor, and
 - b. Justin Stringer as Alderman/Councillor
2. ACKNOWLEDGE the making of the respective declarations of office under section 321(3) of the *Local Government Act 1993* by:
 - a. Sue Hickey on Monday, 24 June 2024, and
 - b. Justin Stringer on Monday, 24 June 2024.
3. ACKNOWLEDGE the Mayor's function as representative or statutory member, as appropriate, on the following external bodies, under section 27(1)(f) of the *Local Government Act 1993*:
 - a. Local Government Association of Tasmania, Voting representative
 - b. TasWater owners' representatives' group, Owners' representative
 - c. Southern Tasmania Regional Waste Authority, Forum member
 - d. Greater Hobart Committee (*Greater Hobart Act 2019*), Member
 - e. Greater Hobart Strategic Partnership, Member
 - f. Joint Ministerial Council (Hobart City Deal), Member
4. ACKNOWLEDGE the Mayor's role as chair of the following Council committees or committees:
 - a. Glenorchy Planning Authority
 - b. General Manager's Performance Review Committee
 - c. Jobs Hub Steering Committee

Attachments/Annexures

- 1 Results of By-Election (Mayor)
[⇒](#)
- 2 Results of By-Election (Councillor)
[⇒](#)
- 3 Certificate of Election
[⇒](#)

11. FINANCIAL PERFORMANCE REPORT TO 31 MAY 2024

Author: Manager Finance (Allan Wise)
Qualified Person: Director Community & Corporate Services (Tracey Ehrlich)
ECM File Reference: Corporate and Financial Reporting

Community Plan Reference:

Leading Our Community

The communities of Glenorchy will be confident that Council manages the community's assets soundly for the long-term benefit of the community.

Strategic or Annual Plan Reference:

Objective: We are a leader and partner that acts with integrity and upholds our community's best interests.

Strategy: Make informed decisions that are open and transparent and in the best interests of our community.

Objective: We responsibly manage our community's resources to deliver what matters most.

Strategy: Deploy the Council's resources effectively to deliver value while being financially responsible.

Reporting Brief:

To provide Council with the monthly Financial Performance Report for the period ending 31 May 2024.

Proposal in Detail:

Council's Financial Performance Report (Report) for the year-to-date ending 31 May 2024 is at [Attachment 1](#).

The Report highlights Council's operating result as at the end of May is \$3.448 million better than budget. The favourable variance is the combined result of \$0.903 million more revenue than budget and \$2.545 million less expenditure than budget.

Executive Summary

The penultimate financial reporting month of 2023/24 continues to highlight the favourable financial position of higher revenue and lower expenditure. Of particular note are the increased cash holdings available for term deposit investment, continued savings on vacant positions awaiting recruitment and lower than budgeted depreciation pending the end of year asset reconciliation as part of the audit.

Revenue

Year-to-date operational revenue is \$71.753 million compared to budgeted operational revenue of \$70.851 million. This represents a favourable result of \$0.903 million or 1.3% against budget.

All revenue classes are materially in line with budget except for interest received from investments which is \$0.726 million above budget estimates. This is due to sustained higher interest rates being offered in addition to the increased cash available for investment.

Expenditure

Year-to-date operational expenditure is \$61.937 million compared to budgeted expenditure of \$64.482 million. This represents a favourable result of \$2.545 million or 3.9% against budget.

All expenditure classes are materially in line with budget except for depreciation which is currently trending lower than budget. As part of the annual audit, a comprehensive asset reconciliation is undertaken which will recalculate the final figure.

Non-operating – Capital Grant Revenue

Capital grants revenue is \$7.080 million against an annual budget of \$11.971 million.

The only grant able to be claimed for the remainder of this year is \$300,000 for the Giblins Playspace final payment upon completion of the required audit. Major projects still under construction will have the grant carried forward into next financial year.

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

Disposal of assets currently records a minimal gain of \$148,000 against an annual budget loss of \$0.418 million.

Activities in this area are disposal of obsolete computer equipment, minor plant and vehicle changeovers. Land sales also contribute to the monthly result. The sale price of all disposed assets is tempered by the expense in writing down the book value of those assets.

Non-Operating – Contributions Non-Monetary Assets

No non-monetary assets have been recorded to date against an annual budget of \$3.500 million.

Typically, these are donated / gifted assets received from subdivisions and similar developments, as well as assets found not to be currently recorded in the asset register.

Non-Operating – Assets Written Off

No assets have been written off to date against an annual budget of \$1.920 million.

Typically, this relates to the residual value of assets that have reached the end of their useful lives and have been replaced.

Capital Works

Year-to-date Capital Works expenditure is \$20.169 million against a combined annual budget of \$32.686m and a combined annual forecast spend of \$27.117 million. At the end of May, \$10.968 million or 72% of the annual recurrent budget has been expended on recurrent projects and \$9.201 million or 53% of the major projects budget has been expended.

The forecast shows the Recurrent program is working hard to meet its budgeted \$15.293 million target by 30 June. This is being driven by the redirection of capital funds to new projects identified as achievable by 30 June. The forecast for the Major projects program does indicate some projects will not be 100% completed by 30 June. These will be carried forward into next year as work in progress, most notably the North Chigwell Football redevelopment.

Further Information

Further information on revenue, expenditure and capital works figures is provided in Attachment 1 to this report.

Consultations:

General Manager

Executive Leadership Team

Officers responsible for Capital and Operational Budget reporting

Human Resource / Financial and Risk Management Implications:

Financial implications are set out in the body of this report and in [Attachment 1](#).

The Financial Performance Report is only for receiving and noting, so no financial issues arise.

Risks associated with Council's financial expenditure and sustainability were managed through the process for developing Council's annual budget and are monitored through ongoing monthly reporting and Council's Strategic and Key Operational risk register.

Community Consultation and Public Relations Implications:

Community consultation was not required due to the regular and operational nature of this report. There are no material public relations implications.

Recommendation:

That Council:

1. RECEIVE and NOTE the Financial Performance Report for the year-to-date ending 31 May 2024 as set out in [Attachment 1](#).

Attachments/Annexures

- 1 Attachment 1 - Financial Performance Report - May 2024



12. REVISED FINANCIAL HARDSHIP POLICY

Author: Chief Financial Officer (Michael Sokulski)
 Qualified Person: Director Community & Corporate Services (Tracey Ehrlich)
 ECM File Reference: Council Policy

Community Plan Reference:

Leading Our Community

The communities of Glenorchy will be confident that Council manages the community's assets soundly for the long term benefit of the community.

Strategic or Annual Plan Reference:

Leading Our Community

Objective	We responsibly manage our community's resources to deliver what matters most.
Strategy	<p>Manage the City's assets responsibly for the long-term benefit and growth of our community.</p> <p>Deploy the Council's resources effectively to deliver value while being financially responsible.</p> <p>Manage compliance and risk in Council and our community through effective systems and processes.</p>

Reporting Brief:

To recommend Council adopts a revised Financial Hardship Policy to include the remission or rebate of fees and charges.

Proposal in Detail:

In November 2022, Council approved a revised Financial Hardship Policy with an expanded scope to include Council charges other than rates. The expanded scope enabled the then current 'Remission or Rebate of Fees and Charges Policy' to be rescinded.

The new Financial Hardship Policy included an ability for members of the public to apply for relief from paying fees and charges. However, it expressly restricted the relief to the deferral of payments or the waiver of interest charges, not a remission (either in whole or in part) of the original fee. This was somewhat at odds with the intent of the Policy which provides for the remission of rates but not for fees and charges.

Council previously had a specific Policy that dealt with the 'Remission or Rebate of Fees and Charges' levied under Part 12, Division 7 of the *Local Government Act 1993*.

Under that former Policy a fee or charge could be remitted:

- a) where the rebate or remission of the fee or charge is requested by a not-for-profit organisation in connection with a community purpose in the municipality (for example, the fee for using a Council facility to host a charitable event)
- b) to rectify a processing or administrative error made by Council
- c) where an application in respect of which a fee or charge has been paid is withdrawn early in the assessment process and limited Council resources have been expended on the application.

The former Policy also stated that in considering whether to remit or rebate fees and charges the Council would take into account the following:

- a) whether the remission or rebate is for a purpose permitted under this policy
- b) the merits of the request
- c) the amount of fees or charges to be remitted and consequent impact on Council's revenue
- d) the administrative processing costs already borne by Council
- e) the precedent which might be set if the fees or charges are remitted, and
- f) the likely liability consequences for Council if the fees or charges are not remitted or rebated.

The purpose of this revision of the Financial Hardship Policy is to restore the original intent to allow fees and charges to be remitted and to provide some clearer criteria for assessing requests.

Other elements of the Financial Hardship Policy have also been updated or amended given it has been two years since it was last reviewed. These changes include:

- limiting retrospective applications for the remission of fees and charges relating to building and plumbing and/or planning to a maximum of 30 days after the fees have been paid; and
- confirmation that the General Manager cannot sub-delegate the postponement of rates and charges or the remission of fees, rates or charges.

Attachment 1 is a copy of the Policy showing tracked changes from the current version.

Attachment 2 is a copy of the recommended revised Policy.

Consultations:

Executive Leadership Team
 Manager Development
 Senior Legal Counsel and Coordinator Legal
 Chief Financial Officer
 Manager Property Environment & Waste

Human Resource / Financial and Risk Management Implications:

Financial

It is expected that there will be no material change as a result of the revised Policy.
 The eligibility criteria for the remission of fees and charges are relatively strict and limit most applications to not-for-profit organisations.
 No changes have been recommended for relief for rates.

Human resources

No implications.

Risk management

Risk Identification	Consequence	Likelihood	Rating	Risk Mitigation Treatment
<p>Adopt the recommendation</p> <p>The recommended Policy review does not represent any significant departure from established practices or statutory requirements.</p>				Any adverse outcomes from waiver requests are monitored and further changes are recommended to the Policy if required.
<p>Do not adopt the recommendation</p> <p>Appropriate relief is not provided to not for profit organisations which may impact their ability to fund raise.</p>	Minor (C2)	Likely (L4)	Medium (8)	Council officers to recommend changes to the Policy be re-listed for Council approval.

Community Consultation and Public Relations Implications:

Once the Policy is adopted it will be communicated to the relevant Council Officers and included on Council’s website.

Recommendation:

That Council:

1. ADOPT the revised Financial Hardship Policy included as Attachment 2 to this report.

Attachments/Annexures

- 1 Consultation Comments - Financial Hardship Policy (tracked changes)



- 2 Financial Hardship Policy - June 2024



13. NOTICES OF MOTIONS – QUESTIONS ON NOTICE / WITHOUT NOTICE

Question with notice – Alderman Dunsby

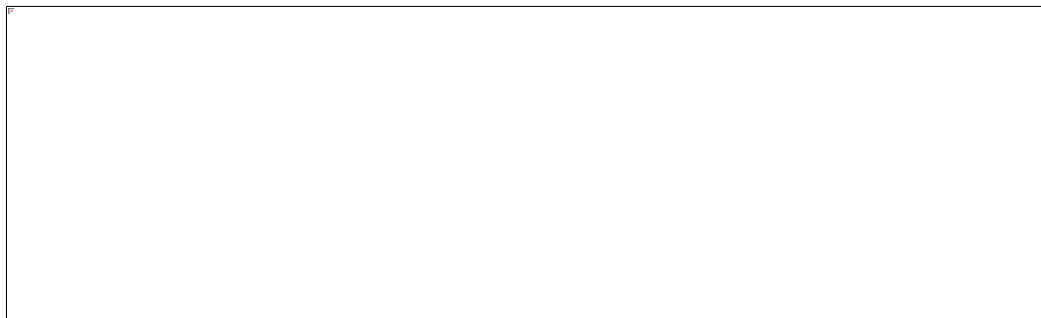
(Received Friday, 19 April 2024)

Q: Based on multiple observations, could a Traffic Engineer evaluate the below and provide advise?

Barry Street car park has two entry/exit points onto Barry Street. The exit that faces the Glenorchy Community Health Centre currently allows vehicles to make both left and right hand turns. This can be a very tricky manoeuvre, given the volume and build-up of traffic during peak times. To complicate matters, pedestrians often cross the road (albeit illegally) at this point, as they leave the building via the stairs.

I believe this is an accident waiting to happen.

There is potential to alleviate some of the risk by making it a left-turn exit only. Vehicles can still enter Barry Street to access Main Road by turning right at the exit just a few metres away.



A: Council’s Transport Engineer will investigate the safety and suitability of the current entry / exit arrangements from the Barry Street car park to determine whether any improvements can be made to the facility. This will require undertaking a traffic survey to understand the current traffic numbers and turning movements. Council’s Transport Engineer will report back with findings once the traffic survey has been undertaken.

Barry Street Car Park – Right Turns and Pedestrian Movements

Overview:

The Council’s Transport Engineer conducted a survey of right-turn vehicle movements from the Barry Street car park driveway near Main Road, as well as a pedestrian survey on Barry Street between Main Road and the driveway to the car park. This survey was conducted in response to a question on notice.

Survey Data:

The survey was carried out on Thursday, May 9th, 2024, during the following times: from 8:00 am to 9:00 am and from 2:30 pm to 5:30 pm. The findings are as follows:

- **Morning (8:00 am - 9:00 am):** Two vehicles turned right out of the driveway.
- **Afternoon (2:30 pm - 5:30 pm):** One vehicle turned right out of the driveway.

Pedestrian Data:

- **Morning:** A consistent stream of pedestrians crossed Barry Street, mainly visiting the medical centre and nearby coffee shops. During the one-hour morning period, 22 pedestrians crossed the road between Main Road and the car park driveway without using the traffic lights.
- **Afternoon:** The peak pedestrian movement occurred from 2:45 pm to 3:45 pm, with 15 pedestrians crossing the road without using the traffic lights. Subsequently, six pedestrians crossed between 3:45 pm and 4:15 pm, followed by one person shortly after, and two more just after 5:00 pm, mostly leaving the medical centre.

Table 1 – Survey of Vehicles Turning Right and Pedestrian Crossings

Time	Vehicles turning right	Pedestrians crossing at or south of driveway (towards main rd)				TOTAL Pedestrians
		Heading west / towards Rivulet	Into Medical centre	Heading east / towards GCC	Out of medical centre	
8.00 - 8.15	1	2	2	2	1	7
8.15 - 8.30	1			2	4	6
8.30 - 8.45			3		3	6
8.45 to 9.00		1	2			3
Total AM	2	3	7	4	8	22
2.30 - 2.45	1					0
2.45 - 3.00			6	1	2	9
3.00 - 3.15			1			1
3.15 - 3.30					1	1
3.30 - 3.45		1			3	4
3.45 - 4.00			1	1	1	3
4.00 - 4.15			1	1	1	3
4.15 - 4.30					1	1
4.30 - 4.45						0
4.45 - 5.00						0
5.00 - 5.15		1			2	3
5.15 - 5.30						0
Total PM	1	2	9	3	11	25

Observations:

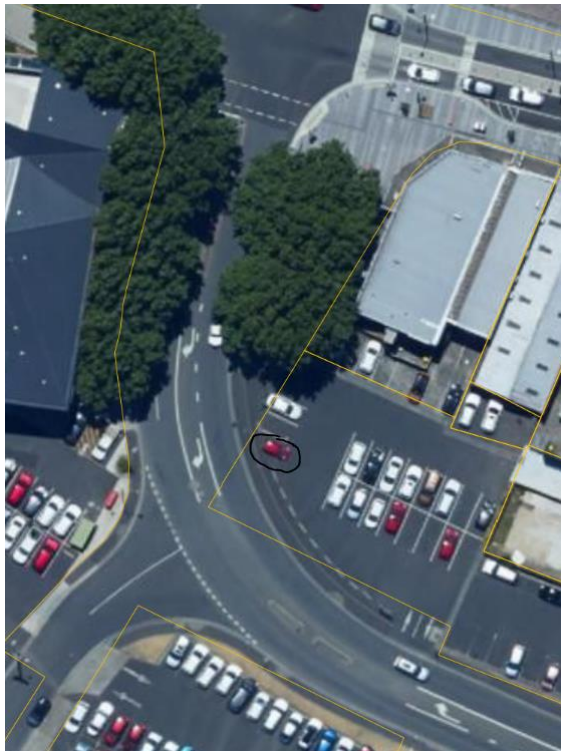
- Morning: Traffic on Barry Street flowed smoothly towards Main Road, providing clear visibility for drivers exiting the driveway and pedestrians crossing the road.
- Afternoon: Traffic congestion extended beyond Mill Lane for 10 to 15 minutes, obstructing visibility and making it challenging for both drivers and pedestrians to anticipate movements.

An LJ Hooker employee indicated they avoid using the driveway during heavy traffic on Barry Street, opting for an alternative exit. This observation was confirmed onsite.

The timing of the traffic lights prioritises pedestrian safety without causing significant traffic delays. Despite this, many pedestrians choose not to use the lights, as crossing without them often involves shorter wait times.

Sight lines at the two driveways onto Barry Street were evaluated. Driver sight lines are adequate unless a car is parked in the parking space circled below. This space does not meet the required length standards.

Figure 1 – Sight Lines Obstructed by Parking Space:



Assessment:

The survey indicates a low volume of vehicles turning right out of the driveway, but a significant number of pedestrians crossing the road without using the traffic lights.

Proposed Solutions:**1. Right Turn Ban:**

- Implementing a right turn ban with signage is possible, but physical enforcement is challenging due to the lack of space for an island. This could result in unexpected encounters between pedestrians and right-turning vehicles.
- Given the low volume of vehicles, the risk is considered minimal, and a right turn ban is not recommended.

2. Pedestrian Fence:

- Installing a pedestrian fence outside the medical centre could prevent pedestrians from crossing the road before the traffic lights, eliminating the risk of accidents. However, this might cause pedestrians to cross closer to Mill Lane, where there is no median island for shelter, making this option less desirable.

3. Improving Sight Lines:

- Removing one car parking space south of the driveway will enhance drivers' sight lines. This allows drivers to better observe vehicles approaching from the left and pedestrians crossing the road. This space could be repurposed for motorbike parking while maintaining improved sight lines.

Recommendation:

- **Right Turn Ban:** Not recommended due to the low volume of vehicles and the inability to enforce a physical barrier.
- **Pedestrian Fence:** Not recommended, as it may shift pedestrian crossing to a less safe location near Mill Lane.
- **Sight Line Improvement:** Recommended to remove one car parking space south of the driveway to improve sight lines, with the possibility of converting it into a motorbike parking space.

By adopting these recommendations, pedestrian and vehicular safety on Barry Street can be enhanced effectively.

CLOSED TO MEMBERS OF THE PUBLIC

14. CONFIRMATION OF MINUTES (CLOSED MEETING)

That the minutes of the Council meeting(Closed meeting) held on 27 May 2024 be confirmed.

15. APPLICATIONS FOR LEAVE OF ABSENCE

GOVERNANCE

Community Goal – Leading our Community

**16. REQUEST FOR TENDER NO. 964 - CLEANING OF FACILITIES
AND WORKPLACES – REQUEST FOR APPROVAL TO AWARD**

This item is to be considered at a closed meeting of the Council by authority of the Local Government (Meeting Procedures) Regulations 2015 Regulation 15(2)(d) (Contracts and tenders, for the supply and purchase of goods and services and their terms, conditions, approval and renewal).

17. AUDIT PANEL MINUTES

This item is to be considered at a closed meeting of the Council by authority of the Local Government (Meeting Procedures) Regulations 2015 Regulation 15(2)(g) (Information of a personal and confidential nature or information provided to the Council on the condition it is kept confidential).

**18. NOTICES OF MOTIONS – QUESTIONS ON NOTICE / WITHOUT
NOTICE (CLOSED)**
