

**COUNCIL MEETING
AGENDA
MONDAY, 30 JUNE 2025**



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 'Tony McMullen', is positioned above a horizontal line.

Tony McMullen
Chief Executive Officer
MONDAY, 30 JUNE 2025

Hour: 3:30 PM

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, 2 June 2025

Purpose: To present and discuss:

- Young People, Public Space and Anti-Social Behaviour

Date: Monday, 10 June 2025

Purpose: To present and discuss:

- WHS Officer Due Diligence training

Date: Monday, 19 May 2025

Purpose: To present and discuss at an OPEN workshop:

- 2025/26 Draft Budget



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 practicing good governance Striving for financial sustainability and strength Having clarity on role and purpose
Consider the impact we have on others	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 city

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1. APOLOGIES

2. CONFIRMATION OF MINUTES (OPEN MEETING)

That the minutes of the Council Meeting held on 26 May 2025 be confirmed.

That the minutes of the Special Council Meeting held on 23 June 2025 be confirmed.

3. ANNOUNCEMENTS BY THE CHAIR

4. PECUNIARY INTEREST NOTIFICATION

5. RESPONSE TO PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE

Question without notice – Manfred Gutmann, West Moonah

Q1: Will Council retract the false medical and scientific claims CEO Tony McMullen used on 24 February 2025 in his attempt to clear Council from responsibility and liability over the continuation of COVID vaccines in our community since I provided ample evidence to the contrary?

A1: [Mayor] This question was taken on notice.

Response: No false medical or scientific claims were made by Council at the 24 February 2025 Council meeting. As the minutes of that meeting record, it was simply stated that Glenorchy City Council did not and does not administer the COVID-19 Vaccination Program. This was administered by the State Government and that any questions about it are best addressed to the State Government.

Q2: Will Council in light of the TGA FOI 25-0058 showing TGA internal communication and their knowledge of contamination and integration risks, ask for additional independent testing of the COVID vaccines to ensure the safety of the constituents?

A2: [Mayor] This question was taken on notice.

Response: No.

Council, as a local government authority, follows the public health advice of State and Federal health authorities as the best way of fulfilling our health and safety duty.

The Therapeutic Goods Administration (TGA) is aware of misinformation in recent media and online reports that claim the COVID-19 mRNA vaccines are contaminated with excessive levels of DNA. This is not the case.

These reports are based on studies conducted by a small number of laboratories that have attempted to investigate the amount of DNA in COVID-19 vaccines.

While the TGA welcomes and constantly reviews the latest scientific evidence about the safety of vaccines and other biotechnology products, these recent studies fail to apply the required scientific rigor expected in pharmaceutical testing. As such, the results are not robust or reliable, and are creating confusion and concern regarding the safety of vaccines.

The TGA reassures the public that all COVID-19 vaccines approved in Australia have been rigorously assessed and meet our high standards for safety, quality, and efficacy.

Vaccination against COVID-19 is one of the most effective ways to reduce the risk of death and severe illness from infection. The protective benefits of vaccination far outweigh the potential risks.

This statement from medicine regulators around the world provides more information on the good safety profile of COVID-19 vaccines:

Key messages

- COVID-19 vaccines significantly reduce the risk of severe disease, hospitalisation and death from infection with SARS-CoV-2.
- SARS-CoV-2 keeps changing and revaccination may be needed to maintain protection against new variants and continue saving millions of lives worldwide.
- Evidence from the more than 13 billion of vaccine doses given worldwide shows that COVID-19 vaccines have a very good safety profile in all age groups. The benefits of the approved vaccines far outweigh the possible risks.
- The vast majority of side effects are mild and temporary. However, safety monitoring (pharmacovigilance) systems have identified some very rare (occurring in less than 1 in 10,000 people) but serious side effects. Medicines regulators around the world have put in place measures to reduce the risk of harm from these side effects.
- As for all medicines, reports of medical events after COVID-19 vaccination (suspected side effects) are collected and continuously evaluated by the authorities. These evaluations show that in most cases the medical events were not caused by the vaccine.
- False and misleading information about the safety of COVID-19 vaccines on social media often exaggerates the frequency and severity of side effects. Misinformation also wrongly attributes unrelated medical events to the vaccines. Vaccine misinformation leading individuals to decline vaccination has very likely led to many more deaths than adverse effects of the vaccines.
- There is no evidence that COVID-19 vaccines have contributed to excess mortality during the pandemic. Excess mortality largely coincides with peaks of SARS-CoV-2 infections, particularly during the first waves when vaccines were not available. In fact, there is strong evidence that COVID-19 vaccines save lives and prevent the serious harm associated with SARS-CoV-2 infection.
- Emerging evidence also suggests that long COVID is less likely to develop in people who have been vaccinated.

Q3: Will Council seek a full financial audit into contracts that involved CEO McMullen in light of the grotesque oversights to ensure the community has not been defrauded by third parties?

A3: [Mayor] This question was taken on notice.

Response: In order for Council to assess the appropriate degree of investigation, if any, required by the apparent allegations, please specify:

1. the types of contracts about which you allege impropriety,
2. the nature of the “grotesque oversights” that you allege; and
3. the way or ways in which you think the community might have been defrauded by third parties.

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 – Janiece Bryan, Montrose

Received Monday, 26 May 2025

Q1: Could the Council renovate the building at 316 Main Road Glenorchy to enable Community use?

Response: No, this is not viable, and the building is considered end of life and dilapidated. The building structure, floor and electrical are all rated at 5 (the poorest condition). There is also rising damp. The building is no longer fit for use and would not be viable to upgrade or renovate.

Question with notice – Chris Leamey

Received Thursday, 12 June 2025

At the Council meeting on Monday, 26 May, the Chair stated:

“We are in the final stages of contract negotiations with the preferred contractor for the repair of the pool. The final designs and costings have been agreed upon and we are expecting to receive the signed contract in the next few days. I commit to making a public announcement about who the contractor is, the final scope of the works and costings once the contract is signed”.

Q1: Has the contract been signed or still to be signed?

Response: Unsigned as at 12/06/25, however the contract was signed by the successful contractor, Hutchinson Builders, on Thursday 19/06/25.

Q2: If signed, why has the Mayor not followed her commitment to make a public announcement of these facts?

Response: Council made an announcement as soon as the contract was signed to both the Council website and to social media.

Q3: If unsigned, why is there a delay?

Response: There was a contract negotiation process that was required with the preferred contractor which has taken longer than anticipated.

Q4: When are the repairs/works going to commence and the expected completion date for these works?

Response: The works will be commencing very soon, and are expected to be completed by the middle of next year.

Question with notice – Angela Strk, Rosetta

Received Sunday, 18 May 2025

Q1: Given the Moonah Art Centre is, according to the Australian Building Code, a Class 9b building ‘an assembly building’, is the Moonah Art Centre acting illegally by no longer providing single sex toilets for women (and men)? Currently, all toilets at the Moonah Art Centre have been changed to be labelled ‘all gender’ despite the one , large singular hand-washing sink being outside the set of toilet cubicles? When originally opened, this was not the case at the MAC. If found to be acting illegally, will council make the MAC comply with the law and provide single sex toilets and label them as such? Given Glenorchy’s multicultural and multi-faith make up, it’s prohibitive for women wanting to use and attend the Moonah Art Centre with no privacy given to women and their children to access single sex toilets , making it more likely they will self-exclude from using the Moonah Art Centre. Further to this, because all the toilets are now ‘all gender’ , only some of these ‘all gender toilets’ have a bin inside the cubicle for women to place menstruation bi-products in. Those ‘all gender’ toilet cubicles with a menstruation bi-product bin inside are only labelled in writing, with small written signs in English on random toilet doors. These particular toilets have no symbol for ‘woman’ on the door, to indicate the bin is inside, which therefore again discriminates against and is prohibitive to non-English speaking/reading women who can no longer just see a female symbol and go in confidence to a toilet section, where they would know - regardless of if they can read English or not , that the toilet cubicle would provide a bin for their menstrual products which these public amenities by law, and for women’s privacy and dignity necessitate.

Response: Thank you for raising this concern. Council’s Building Officer will undertake a compliance inspection and will notify you of the outcome in due course.

Follow up response: 11 June 2025:

The toilets were originally installed as unisex, approved by the building surveyor at the time, 2013.

The original building design and build specified unisex toilet facilities. In ten years of operation, we have only ever had unisex toilets in this facility. To our knowledge, this is the first complaint of its kind in the history of this building.

Adjacent to the main bathroom with eight cubicles is a separate ambulant and baby-change toilet for anyone uncomfortable with the unisex facilities.

Signage for these facilities hasn’t changed for some years, other than:

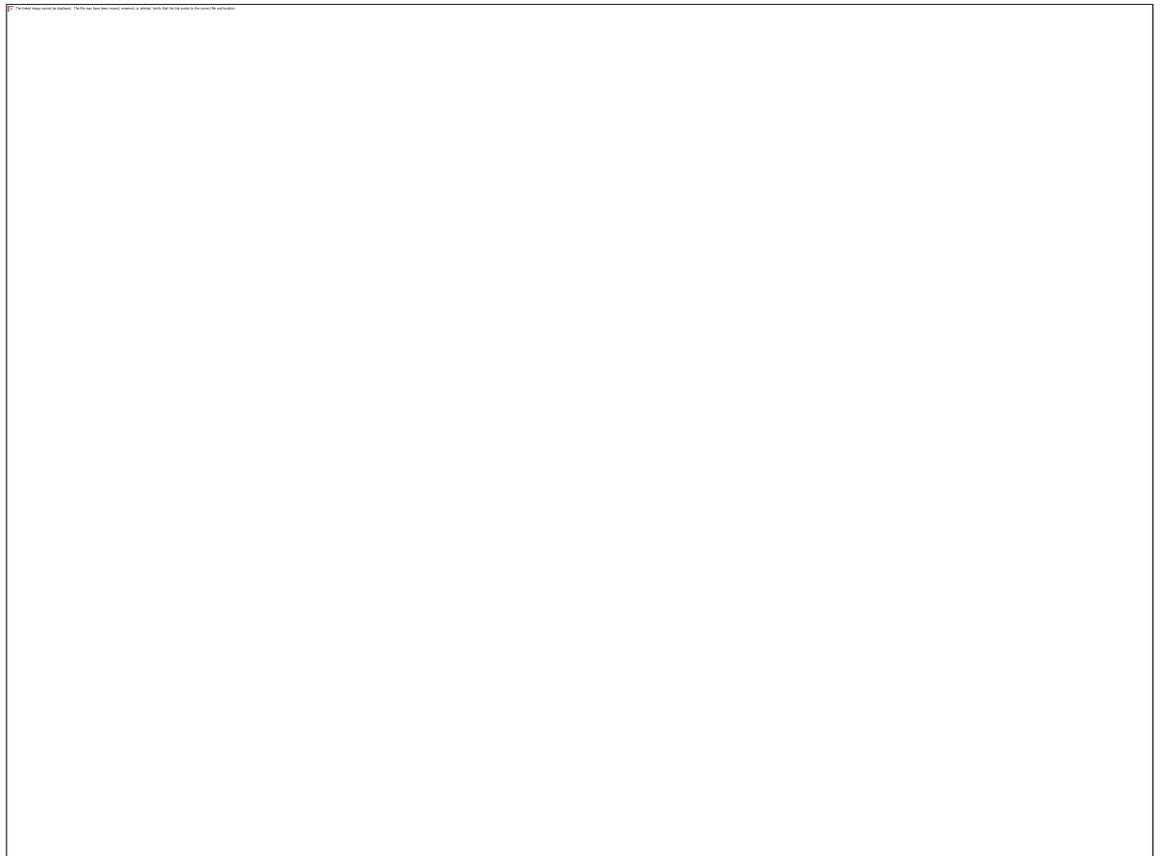
1. We added the black All Gender Toilet sign (Pic #1) to the switchboard door to assist patrons with locating the toilets around 18 months ago.

2. The floor sticker (Pic #2) was added around five years ago.
3. The “This cubicle contains a sanitary bin” signs were added to two of the eight cubicles around 12 months ago.

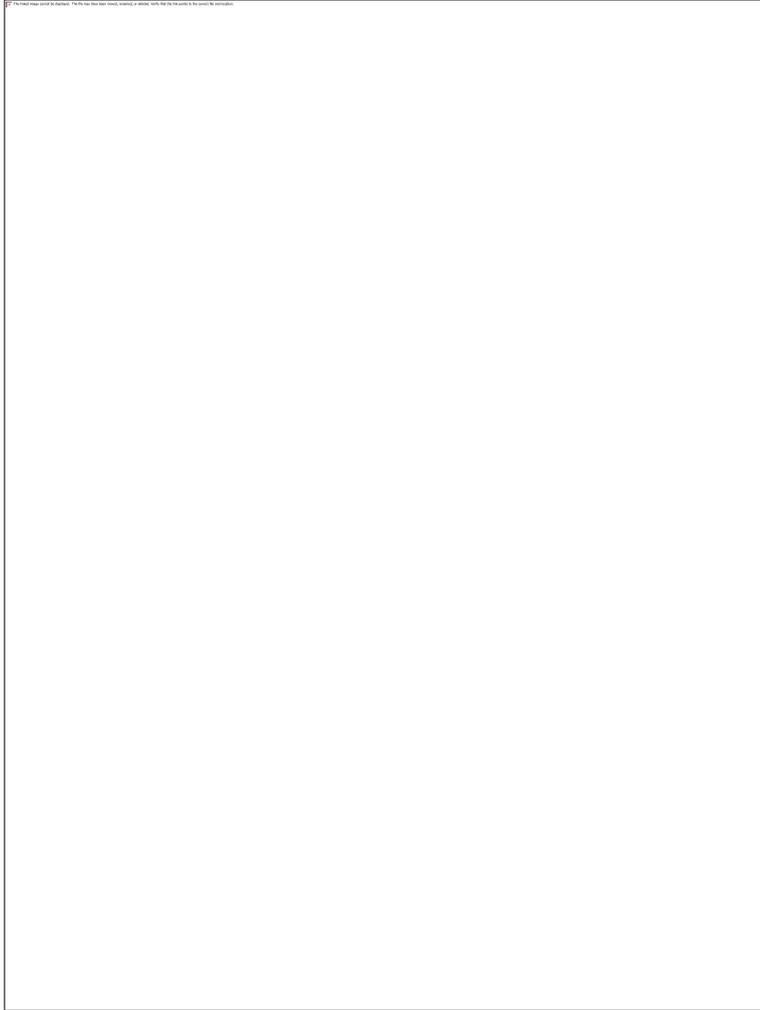
Our facilities are used by 50,000+ patrons per year, and we’re in our tenth year of operation.

Please also note that the Unisex nature of our bathrooms was remarked on positively by several responders in GCC’s recent LGBTIQA+ inclusion survey. We also receive regular direct compliments about the quality of the toilet facilities we provide.

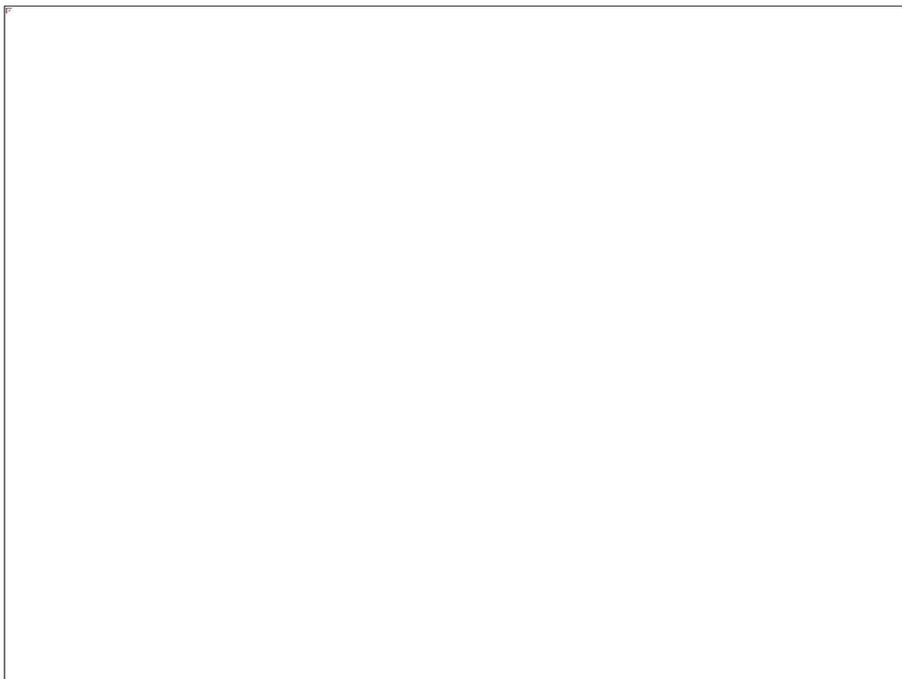
No changes that require a permit have been undertaken, and the building department will not be taking any action with regard to the complaint.



Pic #1



Pic #2



Pic #3

7. PETITIONS/ADDRESSING COUNCIL MEETING (DEPUTATION)

COMMUNITY

Community Goal – Making Lives Better

8. ACTIVITIES OF THE MAYOR

Author: Mayor (Sue Hickey)

Qualified Person: Chief Executive Officer (Tony McMullen)

ECM File Reference: Mayoral Announcements

Community Plan Reference:

Leading our community

Transparent and accountable government

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.

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 Mayor.

Proposal in Detail:

These are the events and external meetings attended by:

- Mayor Hickey during the period from Monday, 19 May 2025 to Wednesday, 28 May 2025
- Acting Mayor Yaxley on Wednesday, 28 May 2025
- Mayor Hickey from the period from Thursday 29 May 2025 to Tuesday 10 June 2025
- Acting Mayor Yaxley during the period from Tuesday, 10 June to Friday 13 June 2025
- Mayor Hickey from the period from Saturday 14 June 2025 to Sunday 22 June 2025

Monday, 19 May 2025

- Participated in a site visit to North Chigwell soccer Ground and Windermere Bay Skate Park and Pump Track

Tuesday, 20 May 2025

- Participated in a meeting with Criminologist, Patrick Burton from the Justice Reform Initiative

Wednesday, 21 May 2025

- Participated in a meeting with Innovative Care and a member of the Nepalese community
- Participated in the Glenorchy Emergency Management Committee meeting

Monday, 26 May 2025

- Chaired the Council Meeting

Tuesday, 27 May 2025

- Participated in a photo opportunity with Senator Carol Brown at Benjafield Childcare Centre

Wednesday, 28 May 2025

- Participated in a professional development webinar with LGAT

Wednesday, 28 May 2025

Deputy Mayor Russell Yaxley commenced as Acting Mayor

- Presided over the 2025 Community and Volunteer Awards

Thursday, 29 May 2025

Mayor Hickey resumed Mayoral duties

- Participated in the LGAT President Candidate Forum

Sunday, 1 June 2025

- Attended the official opening of the new Bridgewater Bridge

Monday, 2 June 2025

- Participated in a discussion with Rodney Croome regarding LGAT's Pride and Progress Forum scheduled for 5 June 2025
- Chaired the Council Workshop

Tuesday, 3 June 2025

- Attended the National Reconciliation Week Breakfast at MyState Bank Arena
- Participated in the filming of a video message to be shared at LGAT's Pride and Progress Forum
- Attended the TICT Igniting Tasmania's Tourism and Events Future event

Wednesday, 4 June 2025

- Participated in Triple M Radio outside broadcast at Montrose Bay Park
- Participated in the Greater Hobart Mayors' Forum
- Participated in a meeting with Mark Mewis, CEO of Crime Stoppers Tasmania

Thursday, 5 June 2025

- Opened the MAC Exhibition

Friday, 6 June 2025

- Participated in the ABC Friday Forum

Tuesday, 10 June 2025

Deputy Mayor Russell Yaxley commenced as Acting Mayor

- Chaired the Council Workshop

Monday, 16 June 2025

Mayor Hickey resumed Mayoral duties

- Chaired the Glenorchy Planning Authority Meeting
- Chaired the open Council workshop

Wednesday, 18 June 2025

- Participated in a meeting with Ben Wilson, Chair of Homes Tasmania

Thursday, 19 June 2025

- Participated in a site visit in Moonah for the Main Road Amenity project. This included visits to key businesses during trading hours to obtain an understanding of what they would like to see in terms of parklets and outdoor dining.
- Participated in International b kinder day during refugee week at the Multicultural Hub in Moonah
- Attended the Refugee Week Art Exhibition "Finding Freedom" at the Moonah Arts Centre

Friday, 20 June 2025

- Participated in a morning tea at Claremont House at the invitation of David and Anne Kernke.
- Participated in a meeting with Mary McParland and Cr. Posselt regarding Tas Rail and Greater Hobart Cycling Plan

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 Mayor Hickey and Acting Mayor Russell Yaxley during the period from Monday, 19 May 2025 to Sunday, 22 June 2025.

Attachments/Annexures

Nil.

ENVIRONMENT

Community Goal – Valuing our Environment

9. POTENTIAL FUNDING - NORTHERN SUBURBS TRANSIT CORRIDOR URBAN RENEWAL PROJECT - PHASE 1

Author: Chief Executive Officer (Tony McMullen)

Qualified Person: Chief Executive Officer (Tony McMullen)

ECM File Reference: Northern Suburbs Transit Corridor

Community Plan Reference:

Our Community's Vision

It is the year 2040 ... Glenorchy is a diverse City with strong commercial centres and attractive suburbs nestling between the River Derwent and Mount Wellington.

Transport connections, including public transport, enable us to easily commute between suburbs and our CBD's and between Glenorchy and Greater Hobart.

Making Lives Better

Our city is easy to get around, with a range of transport choices available to visit family or friends or to access services. The city is well-connected by extensive and well-maintained walking and bike paths, public transport and road networks.

Strategic or Annual Plan Reference:

Making lives better

Objective	We champion greater opportunities for our community
Strategy	Work with others to improve access to housing and transport choices for our community.
Action	Support increased housing supply in the City through land release, proactive planning and advocacy

Open for business

Objective	We encourage responsible growth for our City
Strategy	Plan for the orderly future growth of our City, including opportunities for more housing and improvements in transport.
Action	Identify and progress amendments required to Glenorchy's planning scheme to facilitate growth

Reporting Brief:

To seek Council's in-principle agreement to accept funding from the Department of State Growth to enable Glenorchy City Council to lead the Northern Suburbs Transit Corridor Urban Renewal Project Phase 1, in conjunction with the City of Hobart, and to authorise the Chief Executive Officer to negotiate any scope changes and sign the funding agreement on behalf of Council, if those negotiated scope changes are practicable.

Proposal in Detail:

Background

Since the mainline rail corridor between Hobart and Bridgewater fell into disuse in 2014, considerable work has been undertaken to identify both a preferred transit mode to utilise what has come to be known as the Northern Suburbs Transit Corridor (the Corridor) and to realise the potential for residential densification along the Corridor.

This has been driven by:

- Increased congestion on Greater Hobart's roads
- Increased use of the public bus system
- A shortage of available and affordable housing for those who need it
- A lack of housing choice, with close to 90% of Greater Hobart's housing stock held in detached dwellings

In the Hobart City Deal, signed by Federal, State and Local Government, there is a commitment to activate the Northern Suburbs Transit Corridor which has seen seed funding of \$52M committed.

Many studies have addressed the viability of a transport solution along the corridor. While light rail has been strongly examined, rapid bus transport has been identified as the preferred transport mode along the Corridor in the State government's draft Keeping Hobart Moving Plan. A strategic business case for rapid bus transport is under preparation and is likely to be submitted to government in September 2025.

One of the key potential benefits of activating the Corridor is to provide an enhanced public transport service as an attractor for more people to choose to live in proximity to the Corridor and closer to a range of urban services. This concept presents a range of potential benefits:

- More housing during a period of housing shortfall
- More housing choice
- Better integration of land use and transport systems
- A more liveable City
- A more sustainable urban form
- Economic development

The State Government adopted a Growth Strategy for the Corridor (prepared by Cox), which it released in 2024. The Growth Strategy provides a high-level framework for urban renewal along the Corridor to realise the benefits of its activation.

The Growth Strategy recommends a Phase 1 focus on a 4km section of the Corridor between Glenorchy and New Town. Approximately 75% of the Corridor falls within the Glenorchy City Council area the remaining 25% within the Hobart City Council area (measured station to station).

Funding Opportunity

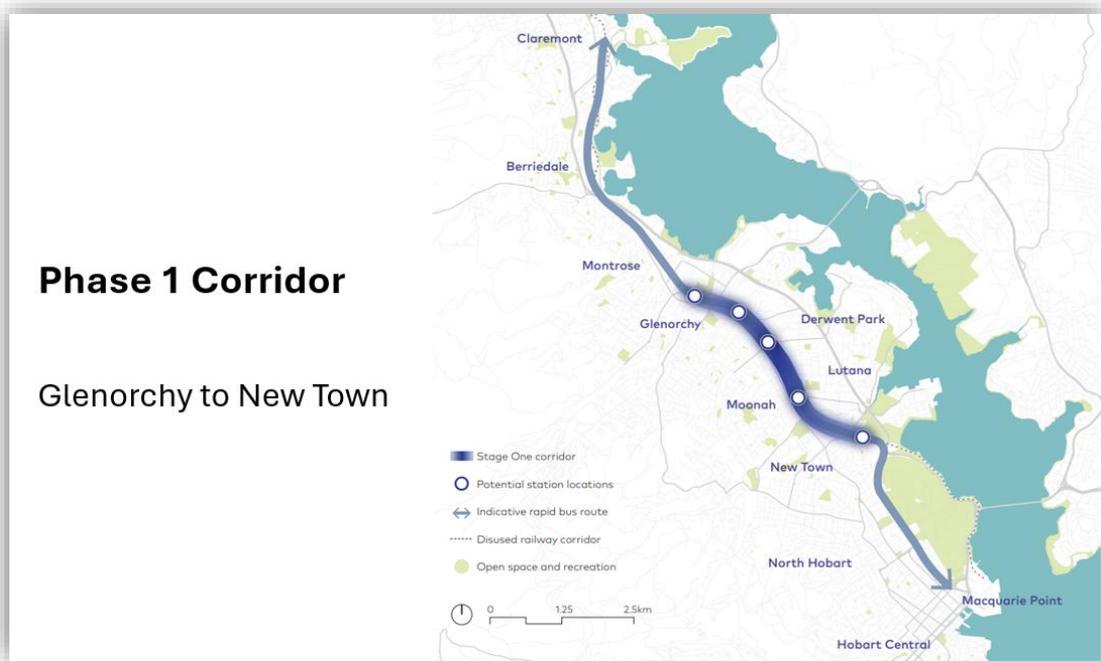
Up to \$500,000 is available as a one-off grant under a grant deed with the Department of State Growth. This funding was initially allocated through the 2023–24 State Budget and at the time the purpose was defined by the Treasurer as:

Development of a Corridor Plan that will investigate, among other things, the economic, heritage and environmental characteristics of the four kilometre section of corridor between Glenorchy and New Town and in due course develop detailed recommendations for land use change and development along the corridor.

At its meeting on 13 June 2025, the Northern Suburbs Transit Corridor Steering Committee, gave its in-principle support to the awarding of the proposed project subject to finalisation of details pertaining to the project scope with respect to the New Town part of the Study area, clarification of Hobart City Council’s in-kind contribution and acknowledging that a report would be forthcoming to the Glenorchy City Council agenda on 30 June 2025 (this report) seeking Council’s endorsement.

Project Vision

To enable urban renewal along Phase 1 of the Northern Suburbs Transit Corridor (Glenorchy to New Town) by undertaking investigations and stakeholder engagement resulting in a Corridor Plan and amended planning scheme provisions that make the Corridor more development ready.



Project Methodology

The Project proposes two streams of investigation.

1. To explore the approximately 105 Ha of land along the Corridor which is already zoned to allow for residential land use and development – and explore barriers to development – and the potential to refine planning scheme provisions to unlock more residential use and development.
2. To investigate opportunity sites, comprising some 51 Ha in Glenorchy and additional land in New Town, to investigate their residential development potential, acknowledging that this may be limited in some instances.

Investigations of both streams would involve:

- Identifying and documenting the characteristics of the precincts, including:
 - land use
 - land tenure
 - infrastructure capacity
 - land capability
 - urban form analysis
- consulting with stakeholders
- considering the existing and possible planning controls
- planning for future infrastructure requirements and funding
- consider impediments to and incentives for development

This would result in preparation of a Corridor Plan.

The Corridor Plan would then serve as the basis for both Glenorchy and Hobart City Councils to formally consider the preparation of planning scheme amendments to make the Phase 1 part of the Corridor more development ready for residential densification. It would also allow for other initiatives such as capital works planning and marketing of the Corridor's potential for residential densification.

Project Governance:

The Project Sponsor will be the Deputy Secretary, Strategy, Housing, Infrastructure and Planning at the Department of State Growth.

The project would be overseen by the Northern Suburbs Transit Corridor Steering Committee, which comprised of representatives of the Department of State Growth, Hobart City Council, Homes Tasmania and the State Planning Office.

The Business Owners for the Project would be the Chief Executive Officers of Glenorchy City Council and Hobart City Council.

A Working Group comprised of senior technical officers of the two Councils, the Department of State Growth and Homes Tasmania would assist the Project Manager.

Consultations:

Northern Suburbs Transit Corridor Steering.
 Deputy CEO
 Manager Development
 Manager Assets, Engineering and Design
 Manager Property Environment and Waste
 Heritage Officer
 Co-ordinator Planning Services
 Senior Strategic Planner

Human Resource / Financial and Risk Management Implications:

Financial

A project budget has been developed to fully allocate the \$500,000 in project funding over a two year program, including provision for a project officer, consultancy, graphic design and a 10% contingency.

Significant in-kind contributions are also anticipated from both Glenorchy City Council and Hobart City Council in support of the project. This is anticipated to be drawn from within the existing resources of both Councils.

Human resources

In addition to the full funding of a Project Manager under the project, there would be significant officer contributions drawn from all of the associated agencies (as set out already in this report).

Risk management

The following risks and risk mitigations have been identified using the Glenorchy City Council Enterprise Risk Identification, Assessment and Analysis Process:

Risk Identification	Consequence	Likelihood	Rating	Risk Mitigation Treatment
Adopt the recommendation				
Project fails to secure funding	C5 Severe	L3 Possible	High (15)	Secure agreement of councils to accept funding. Secure funding agreement.
Bus rapid transport does not proceed resulting in loss of catalytic investment.	C4 Major	L3 Possible	High (12)	Reduce project's level of ambition. Base it on Main Road Corridor and bus stops.

Risk Identification	Consequence	Likelihood	Rating	Risk Mitigation Treatment
Project scope creep	C3 Moderate	L3 Possible	Medium (9)	Active project management. Business owner oversight. Steering Committee oversight.
Timelines in project schedule exceeded	C3 Moderate	L3 Possible	Medium (9)	Active project management. Business owner oversight. Steering Committee oversight.
Project budget exceeded	C3 Moderate	L3 Possible	Medium (9)	Active project management. Business owner oversight. Steering Committee oversight.
Loss of political support	C5 Severe	L3 Possible	Medium (9)	Agreed project scope. Active stakeholder engagement.
Loss of stakeholder support	C4 Major	L3 Possible	High (12)	Agreed project scope. Active stakeholder engagement
Loss of community support	C4 Major	L3 Possible	High (12)	Agreed project scope. Active stakeholder engagement
LPS amendments not approved by Tasmanian Planning Commission	C5 Severe	L3 Possible	High (15)	Amendments prepared to meet statutory requirements. Active stakeholder management.
Project outcomes a necessary but not sufficient action to achieve on the ground investment	C4 Major	L4 Likely	High (16)	Pursue other projects e.g. capital works, development incentives, corridor activation, headworks charges, H2G
Do not adopt the recommendation				
Loss of a significant urban renewal opportunity for Greater Hobart with failure to capitalise on the potential benefits identified in this report.	C4 Major	L5 Almost certain	Extreme (20)	Explore alternative opportunities to make the Corridor more development ready.

Community Consultation and Public Relations Implications:

Community consultation

Community and stakeholder engagement is a critical part of the project, in terms of building awareness of the potential of the Corridor as well as harnessing knowledge from multiple perspectives, including community members, business, developers, owners and development professionals.

A Community and Stakeholder Engagement Plan will be developed as part of the detailed project planning.

Public relations

The community has been long anticipating the activation of the Northern Suburbs Transit Corridor.

It is likely that project engagement would uncover a range of different perspectives from different perspectives, requiring resolution.

Recommendation:

That Council:

1. GIVE its in-principle agreement to accept \$500,000 in funding from the Department of State Growth to enable Glenorchy City Council to lead the Northern Suburbs Transit Corridor Urban Renewal Project Phase 1, in conjunction with the City of Hobart.
2. AUTHORISE the Chief Executive Officer to agree any necessary changes to project scope to accommodate the Hobart City Council part of the study area.
3. AUTHORISE the Chief Executive Officer to sign the funding agreement on behalf of Council, if the changes to project scope are, in his opinion, practicable.

Attachments/Annexures

Nil.

10. GLENORCHY CYCLING INFRASTRUCTURE PLAN 2025-2030

Author: Manager Asset, Engineering and Design (Patrick Marshall)

Qualified Person: Manager Asset, Engineering and Design (Patrick Marshall)

ECM File Reference: Glenorchy Cycling Infrastructure Plan

Community Plan Reference:

Making Lives Better

Our city is easy to get around, with arrange of transport choices available to visit family or friends or to access services. The city is well-connected by extensive and well-maintained walking and bike paths, public transport and road networks.

Strategic or Annual Plan Reference:

Objective	Valuing Our Environment
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.
Strategy	Improve our parks and public spaces for the enjoyment, health and wellbeing of our community
Objective	Building Image and Pride
Strategy	Maintain our roads, footpaths, trails, parks, playgrounds, open spaces, stormwater and building assets so they are functional, safe and clean.

Reporting Brief:

To present the Glenorchy Cycling Infrastructure Plan 2025-2030 to Council and seek formal endorsement of the Plan. The Plan identifies a future cycling network and action plan for the municipality, developed in alignment with State government guidance and informed by community consultation.

Proposal in Detail:

Background

The Glenorchy Cycling Infrastructure Plan provides a strategic framework to guide investment in cycling infrastructure across the City. Prepared by WSP Australia for Glenorchy City Council, the Plan aims to enable more residents to choose cycling for everyday travel, supporting community health, transport affordability and emissions reduction.

The Plan was developed in the context of significant transport changes including the Northern Suburbs Transit Corridor project and ferry terminal upgrades at Wilkinsons Point. These projects create new opportunities for integrated cycling infrastructure to connect people to transport, services and destinations.

Key Themes and Objectives

The Glenorchy Cycling Infrastructure Plan is guided by three overarching themes, each focused on improving access, safety, and wellbeing through cycling infrastructure. These themes frame the Plan's vision and are supported by seven detailed objectives that provide a basis for action and evaluation.

Key Themes

1. Provide Transport Choice – Enable more people to choose cycling as a convenient, low-cost, and sustainable transport option for everyday trips.
2. Ensure Safe and Comfortable Riding Conditions – Deliver infrastructure that is suitable for riders of all ages and abilities, with a focus on comfort, safety, and direct routes.
3. Improve Community Health and Connection – Support healthy lifestyles, social interaction, and access to essential services such as schools, shopping, and recreation.

Supporting Objectives

1. Connect people to key destinations such as schools, shops, parks, and public transport.
2. Prioritise infrastructure that supports children and families riding safely to school and other daily destinations.
3. Design for All Ages and Abilities (AAA), ensuring routes are comfortable, legible, and inclusive.
4. Provide a mix of recreational and transport cycling options, recognising that both are vital to cycling uptake and community wellbeing.
5. Create a consistent and coherent cycling network, including wayfinding, route branding, and infrastructure standards.
6. Coordinate with State and regional transport projects to ensure integration and maximise investment value (e.g., Northern Suburbs Transit Corridor).
7. Support implementation through policy, education and engagement, including cycling promotion, travel behaviour change programs, and alignment with local and regional planning strategies.

These objectives underpin the proposed actions and priorities outlined in the Plan and will guide Council's future delivery, monitoring, and reporting efforts.

Cycling Network and Prioritised Projects

A comprehensive cycling network has been mapped, including primary, secondary, neighbourhood and recreational routes. Priority projects have been identified based on community support, potential ridership, and proximity to schools. These include upgrades to the Intercity Cycleway, connections to key schools, and safer crossings on major roads.

Route details, including classification, length, and alignment are included in Appendix A of the Plan.

Strategic and Policy Alignment

The Plan aligns with national, State and local policies including:

- Greater Hobart Cycling Plan (2021)
- Tasmanian Cycling Infrastructure Design Guide (2024)
- Glenorchy Strategic Plan 2023–2032
- Healthy Tasmania Five-Year Strategic Plan (2022–2026)
- Northern Suburbs Transit Corridor Growth Strategy (2024)

It also supports broader outcomes for liveability, climate action, and economic development.

Consultations:

The development of the Glenorchy Cycling Infrastructure Plan involved consultation with key internal stakeholders and relevant external organisations to ensure the Plan is well-informed, technically sound, and aligned with broader transport and planning strategies.

Consultation was undertaken with the following people and organisations:

- **Deputy Chief Executive Officer** – to ensure alignment with strategic direction and executive oversight.
- **Executive Leadership Team (ELT)** – to review the Plan's objectives and confirm resourcing and delivery approach.
- **Elected Members** – briefings were provided to gather input and ensure alignment with community priorities and strategic goals.
- **Senior Transport Engineer** – to assess feasibility, safety, and integration with existing and planned transport infrastructure.
- **Civil Design Coordinator** – to ensure alignment with capital works planning, design standards, and delivery processes.

- **Cycling South** – to gain insight into regional priorities and advocate perspectives on active transport networks.
- **Bicycle Network Tasmania** – to ensure the Plan supports infrastructure that encourages everyday cycling and meets community needs.
- **Department of State Growth** – to align with State transport planning, secure support for integration with key projects (e.g. Northern Suburbs Transit Corridor), and identify future funding opportunities.

These consultations helped shape the priorities, implementation strategy, and action plan included in the final document.

Human Resource / Financial and Risk Management Implications:

Human Resource

The Glenorchy Cycling Infrastructure Plan can be delivered within existing Council resources. The actions outlined in the Plan align with current staff responsibilities across project planning, engineering design, community engagement, and asset management.

Key aspects include:

- **Project Coordination:** Coordination of the Plan will be undertaken by existing staff, with responsibilities integrated into current project management and capital works planning functions.
- **Design and Engineering Input:** Design and assessment of cycling infrastructure will be incorporated into the workflows of Council's engineering and design teams as part of regular program delivery.
- **Community Engagement:** Engagement activities and public communication will be managed through Council's established engagement and communications teams using existing tools and channels.
- **Funding and Grant Management:** Identifying and applying for external funding opportunities will continue to be a focus for relevant staff within current resourcing levels.

While some projects may benefit from external support (e.g. specialist design or construction services), internal staffing levels are sufficient to initiate and manage delivery of the Plan's objectives without additional FTE resourcing.

Financial

The Glenorchy Cycling Infrastructure Plan outlines a strategic, long-term approach to delivering a safe, connected and accessible cycling network across the municipality. While the Plan itself does not commit Council to specific expenditures, it provides a framework for prioritising and delivering projects over time, enabling alignment with Council's annual budget and capital works planning processes.

Short to Medium-Term Investment

- Delivery of initial priority projects identified in the Action Plan can be staged and integrated into Council's existing capital works program.
- Low-cost interventions ("quick wins") such as signage, wayfinding, line marking and minor crossing upgrades can be implemented using existing maintenance or renewal budgets.
- Larger projects—such as shared pathways, protected bike lanes or intersection upgrades—will be scoped and costed individually and subject to Council budget approval and/or external funding.

External Funding Opportunities

Implementation of the Plan positions Council to leverage a wide range of external funding opportunities, including:

- Tasmanian Government programs such as the Vulnerable Road User Program, Community Infrastructure Fund, and future Cycling Infrastructure Partnership funding.
- Federal Government programs, including the Local Roads and Community Infrastructure Program and active transport streams under Infrastructure Australia.
- Alignment with major infrastructure initiatives, such as the Northern Suburbs Transit Corridor, increases eligibility and opportunity for co-investment.

Lifecycle and Maintenance Costs

- All new infrastructure will be designed with long-term durability in mind and will be incorporated into Council's Asset Management Plans.
- Ongoing maintenance costs are expected to be modest and consistent with Council's existing maintenance practices for paths, road reserves and public realm infrastructure.
- Incorporating cycling infrastructure as part of scheduled renewal projects will reduce standalone costs and improve long-term asset efficiency.

Risk management

The endorsement and implementation of the Glenorchy Cycling Infrastructure Plan involves both opportunities and risks. To support informed decision-making, the following table outline the risks associated with adopting the recommendation, as well as the risks of not adopting the Plan.

Risk Identification	Consequence	Likelihood	Rating	Risk Mitigation Treatment
Adopt the recommendation				
Funding shortfalls or delays	Major (C4)	Likely (L4)	High	Align projects with existing capital works programs and pursue state and federal grant funding opportunities. Stage project delivery to suit available resources.
Community opposition to specific projects	Moderate (C3)	Possible (L3)	Medium	Engage the community early in project design stages. Emphasise safety, connectivity, and amenity benefits. Adjust designs where feasible in response to feedback.
Underutilisation of new infrastructure	Moderate (C3)	Possible (L4)	Medium	Prioritise high-demand routes, support projects with education and behaviour change initiatives, and ensure infrastructure is accessible for all ages and abilities.
Design or construction delays	Moderate (C3)	Unlikely (L2)	Medium	Apply robust project management practices, use established procurement and delivery processes, and prioritise “quick win” projects for early success.
Ongoing maintenance and lifecycle costs	Minor (C2)	Possible (L3)	Low	Integrate new infrastructure into Council’s Asset Management Plans and renewal schedules. Use durable, low-maintenance materials and designs.
Do not adopt the recommendation				
Missed external funding opportunities	Major (C4)	Almost Certain (L5)	High	Funding bodies typically require strategic justification. Without a Plan, eligibility is reduced.
Lack of direction for active transport investment	Major (C4)	Almost Certain (L5)	High	Fragmented delivery, reduced impact. Plan provides a cohesive network and prioritisation framework.

Risk Identification	Consequence	Likelihood	Rating	Risk Mitigation Treatment
Continued reliance on private vehicles	Major (C4)	Likely (L4)	High	Reduced active transport uptake impacts congestion, equity, and emissions.
Failure to respond to community feedback and strategic priorities	Moderate (C3)	Likely (L4)	Medium	Risks reputational harm. Prior engagement demonstrated strong community support.
Reputational risk and reduced credibility	Moderate (C3)	Likely (L4)	Medium	Council may be viewed as lacking leadership on sustainable transport and public health outcomes.

By adopting the recommendation, Council can mitigate long-term risks related to community expectations, policy alignment, and funding access—while any short-term risks can be effectively managed through staged delivery, internal coordination, and ongoing stakeholder engagement.

Community Consultation and Public Relations Implications:

Community consultation

Community consultation was a key component in the development of the Glenorchy Cycling Infrastructure Plan. Engagement was undertaken over January and February 2025 through a multi-channel approach including:

- An interactive online map where residents could comment on proposed routes and suggest improvements.
- A community survey promoted via Council’s website, social media channels, and local newsletters.
- Drop-in sessions at key local venues such as Glenorchy Library and MONA lawn.

In total, 174 community members participated, with 66% expressing support for the overall plan. The most common feedback themes included:

- Desire for safer crossings, especially along the Intercity Cycleway in Moonah.
- Requests for better east–west connectivity.
- Need for infrastructure to support children and families cycling to school.
- Support for improved access to local shopping precincts and fresh food locations.

This feedback directly influenced route prioritisation, particularly around school links and busy intersections. Council also received comments highlighting the need for inclusive design, ensuring accessibility for all ages and abilities, including wheelchair and pram users. These insights were incorporated into the Action Plan and network principles.

The consultation process demonstrated strong community interest in cycling and broad support for infrastructure that enables active, healthy, and low-cost transport options. Continued community engagement will be vital during detailed design and delivery stages.

Public Relations

A proactive public relations approach will be essential to support the successful delivery of the Glenorchy Cycling Infrastructure Plan. Promoting the benefits of the plan through clear, consistent messaging will help build public awareness, encourage community buy-in, and support behaviour change toward more active and sustainable transport.

Key public relations actions will include:

- Launching the Plan publicly via Council’s website and social media
- Highlighting priority projects and showcasing positive community stories or testimonials.
- Providing regular updates on project milestones, funding success, and construction timeframes.
- Addressing concerns transparently and promoting the safety, health, and accessibility outcomes the Plan seeks to achieve.

These efforts will position Council as a leader in sustainable transport and reinforce its commitment to creating a healthier, more connected community.

Recommendation:

That Council:

1. ENDORSE the Glenorchy Cycling Infrastructure Plan 2025-2030 set out in **Attachment 1**.
2. NOTE that the Plan will inform Council’s future capital works program, external funding applications and collaboration with the Tasmanian Government.

Attachments/Annexures

- 1 Glenorchy Cycling Infrastructure Plan



GOVERNANCE

Community Goal – Leading our Community

11. FINANCIAL PERFORMANCE REPORT TO 31 MAY 2025

Author: Chief Financial Officer (Michael Sokulski)
Qualified Person: Director Community and 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:

Leading Our Community

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 2025.

Proposal in Detail:

Financial Performance Report

Council's Financial Performance Report (Report) for the year-to-date ending 31 May 2025 is at **Attachment 1**.

The Report highlights Council's operating result as at the end of May is \$3.406 million better than budget. The favourable variance is the combined result of \$0.762 million more revenue than budget and \$2.644 million less expenditure than budget.

Executive Summary

A favourable operating result of \$3.406 million is reported at 31 May 2025.

The penultimate financial reporting month of 2024/25 continues to highlight the favourable financial position of higher revenue and lower expenditure. Of particular note are continued savings on employee expenses generated through vacancies and recruitment lead times as well as specific purpose materials & services showing a consistent underspend throughout the year.

The favourable operating result is forecast to continue through to year-end and flow into the annual financial statements.

Revenue

Year-to-date operational revenue is \$74.458 million compared to budgeted revenue of \$73.696 million. This represents a favourable result of \$0.762 million or 1.0% against budget.

All revenue sources are materially in line with budget expectations, however of note is slightly reduced rate revenue due to revaluation adjustments provided by the Valuer-General, and increased grant revenue for the Glenorchy Jobs Hub.

Expenditure

Year-to-date operational expenditure is \$65.408 million compared to budgeted expenditure of \$68.052 million. This represents a favourable result of \$2.644 million or 3.9% against budget.

Overall expenditure is below budget expectations with employee expenses recording a consistent underspend throughout the year, and materials & services also recording an underspend primarily relating to the deferment of a specific purpose project.

Non-operating – Capital Grant Revenue

Capital grant revenue is \$7.412 million against the annual \$14.376 million budget.

Projects being funded by capital grants include Glenorchy Pool, Northern Suburbs Football at KGV and North Chigwell, Benjafield Child Care, Playgrounds, Roads to Recovery, Blackspot / Vulnerable Road Users / Better Active Transport and Claremont Skate Park.

The final \$2.500 million from the State Government for the Glenorchy War Memorial Pool is expected to be received in June upon signing of the contract.

The final \$3.2 million from the Federal Government for the Northern Suburbs Football Redevelopment will be received early in 2025/26 upon completion of an audit of the acquittal.

Non-operating – Monetary Contributions

Monetary contributions towards capital investments are \$0.269 million against nil annual budget.

These are primarily tied to development permits which require the applicant to contribute to necessary capital works undertaken by Council.

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

Disposal of assets currently records an interim loss of \$2.928 million against an annual budget of \$1.375 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. There is also an allowance for derecognised assets where it is found the physical asset is no longer in accordance with the asset register.

Non-Operating – Contributions Non-Monetary Assets

Non-monetary assets totalling \$7.897 million have been received against an annual budget of \$3.675 million.

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

Assets written off total \$0.292 million against an annual budget of \$0.700 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 actual expenditure is \$23.559 million against the year-to-date budgeted expenditure of \$24.965 million. The annual budget including reallocations approved by Council in the Quarter 3 Capital Works Status Report is \$32.629 million.

The year-to-date expenditure split is \$9.884 million for major projects and \$13.675 million for recurrent projects.

The recurrent capital works program is forecast to achieve budget by 30 June with the road reseal contractors taking advantage of favourable weather to complete \$3.000 million of budgeted works.

The major projects capital works program have substantially completed its program with the exception of the Glenorchy War Memorial Pool which will commence on-site works in August.

Further Information

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

Consultations:

Chief Executive Officer

Chief Financial Officer

Executive Leadership Team

Officers responsible for Capital and Operational Budget reporting

Human Resource / Financial and Risk Management Implications:

The 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 risk management issues arise.

Risks associated with Council's financial expenditure and sustainability were managed through the process of 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 2025 as set out in **Attachment 1**.

Attachments/Annexures

- 1 Attachment 1 - Financial Performance Report for May 2025



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

CLOSED TO MEMBERS OF THE PUBLIC

13. CONFIRMATION OF MINUTES (CLOSED MEETING)

That the minutes of the Council Meeting(Closed Meeting) held on 26 May 2025 be confirmed.

14. APPLICATIONS FOR LEAVE OF ABSENCE

GOVERNANCE

Community Goal – Leading our Community

**15. LOCAL GOVERNMENT ASSOCIATION OF TASMANIA (LGAT)
2025 ELECTIONS**

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).

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