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# Budget Estimates 2025-26

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Minister for Sport

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Output Group: Capital Investment Program

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## Elphin Sports Centre – Compliance and Accessibility Upgrades

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### Talking Points

- The Department of State Growth conducted a due diligence assessment to identify site constraints and opportunities, exploring options to increase court capacity while addressing the conditions and limitations of the Elphin Sports Centre (ESC).
- This assessment found that the ESC site presents significant constraints, with the cost of adding additional courts would greatly exceed the allocated budget. Limited land boundaries also restrict upgrades to meet code compliance and provide adequate parking in accordance with the planning scheme.
- Based on advice regarding the ESC site, budget, timeline, and physical building constraints, the Tasmanian Government endorsed a change in direction to delivering additional indoor courts in Northern Tasmania and is working with key stakeholders to ensure the best outcomes for sporting communities.
- The government's staged plan balances community needs and cost-effectiveness by retaining \$2.6 million for partial upgrades at ESC to keep it safe, accessible and operational, while reappropriating \$18.9 million of the \$21.5 million of the 2024/2025 budget to expand the Northern Suburbs Community Recreation Hub (the Hub) to include four additional indoor courts as part of the Stage 3 Hub Expansion Project.
- The Tasmanian Government recognises ESC as a key indoor facility, hosting basketball, badminton, table tennis, futsal, martial arts, community events, and Launceston Tornadoes NBL1 games.

- To maintain the centre's safety, accessibility, and functionality, the allocated budget will address essential building and accessibility upgrades.
- Additionally, the department has commissioned a comprehensive Condition Compliance Report covering all major building services and structures. The report provides ten-year cost estimates to guide a staged maintenance approach, inform budget allocation, and improve operational efficiency.

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## Table 1 and 2 – Funding Allocation

Table 1 Actuals – Financial Year (actual expenditure)

	<b>2023-24</b> <i>(1 July 2023- 30 June 2024)</i>	<b>2024-25</b> <i>(1 July 2024- 30 June 2025)</i>
<b>Tasmanian Government Funding</b>	0	\$0.04m

Table 2 Budget – Financial Year

	<b>2025-26</b> <b>Budget</b>	<b>2026-27</b> <b>Forward</b> <b>Estimate</b>	<b>2027-28</b> <b>Forward</b> <b>Estimate</b>	<b>2028-29</b> <b>Forward</b> <b>Estimate</b>
<b>Tasmanian Government Funding</b>	\$0.5m	\$2.1m		

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# Background

- The Tasmanian Government committed \$21.5 million to reinvigorate the Elphin Sports Centre (ESC) as part of its 2024 election commitments.
- The ownership of ESC transferred to the Department of State Growth from Natural Resources Tasmania and Environment in April 2025.
- The Minister endorsed a new approach for providing additional indoor courts in Northern Tasmania, based on advice regarding budget constraints, delivery timeframes, and other limitations of the ESC site.
- As a result, the Minister has requested Infrastructure Tasmania, within the Department of State Growth, to proceed with developing four additional indoor courts at the Hub.
- To help inform decision making on the ESC site and the management of any identified risks, a condition and compliance report is currently being prepared. This will also be an important input in any capital works that are completed on this site.
- The City of Launceston continues to explore state and federal government funding for the wider NTCA sporting precinct where the ESC is located.
- JMG has been engaged JMG to undertake a comprehensive Condition Compliance Report. The report provides an overview of the condition and regulatory compliance of the building's engineering services. It will assess building structure, electrical, fire detection and protection, mechanical, and hydraulic services, with a focus on asset condition, compliance with current NCC requirements (excluding Section J), occupational health and safety, maintenance, and energy efficiency. The report includes priority risk ratings and a 10-year budget forecast for the facility.
- In total, the Condition Compliance Report identifies around \$S. 27 in compliance upgrades to be undertaken over a 10 year period.
- The Report identifies approximately \$S. 27 of priority work which is recommended to be done first. This priority work, to be completed over the next 24 months, include:
  - Repairing the lift;
  - Upgrading amenities with an initial focus on toilets, basin and floor finishes;
  - Repairing parts of the roof and ceiling;
  - Repairing some internal walls and doors;
  - Repairing building entrances and stairways to improve accessibility and make DDA compliant;
  - Improving car park surfacing, stormwater and lighting.

## Frequently asked questions (FAQs)

### 1. Why isn't the Tasmanian Government fully upgrading the Elphin Sports Centre as originally proposed?

The original concept to fully upgrade Elphin Sports Centre (ESC) and build three new courts would cost approximately \$46.2 million, more than double the government's approved budget of \$21.5 million. Due to significant site constraints and high upgrade costs, a full redevelopment at ESC is not currently feasible.

### 2. What challenges were identified at Elphin Sports Centre (ESC) that influenced the decision?

Several key challenges at ESC make a full redevelopment difficult and costly:

- constrained site with limited room for expansion
- ageing infrastructure requiring major structural upgrades
- insufficient parking for expanded operations
- construction works would likely require full closure for up to 18 months, disrupting access for all users.

### 3. What options were considered by the Department of State Growth?

Five options were assessed to increase indoor basketball court capacity in Launceston.

- Full Elphin Sports Centre (ESC) upgrade with 3 new courts (\$46.2 million).
- Partial ESC upgrade with 2 new courts (\$21.5 million).
- Safety/compliance upgrades to ESC only (\$2.7 million).
- Four new indoor courts at the Northern Suburbs Community Recreation Hub (\$18.8 million).
- Four new indoor courts at the Hub including the potential for a show court with a 1,000-seat capacity (\$23.8 million).

### 4. What is being proposed?

The Department of State Growth is proposing:

- safety and compliance upgrades at Elphin Sports Centre to maintain usability
- building four new indoor courts at the Northern Suburbs Community Recreation Hub, providing new capacity for growth in participation.

### 5. Why was the Northern Suburbs Community Recreation Hub considered for the new courts over Elphin Sports Centre (ESC)?

The Northern Suburbs Community Recreation Hub offers more space, fewer construction limitations, and better long-term value for investment. It enables the delivery of more courts within the available budget, with less disruption to current users. Importantly, it provides an opportunity to complement ESC rather than replace it.

## **6. Will the Elphin Sports Centre (ESC) be closed?**

No. Under this proposal ESC will receive essential safety and compliance upgrades to ensure it can continue operating safely. These works will be managed to minimise disruption to current users as much as possible. There may be temporary closures of ESC while works are completed.

## **7. Will the new courts at the Northern Suburbs Community Recreation Hub replace Elphin Sports Centre (ESC)?**

No. The intention is not to replace ESC but to expand capacity across multiple sites, delivering more courts, meeting the Basketball Tasmania State Facilities Strategy 2025-2035 of nine additional courts in the Northern region.

ESC remains a key facility for sport in Launceston, and upgrades will ensure it continues to play an important role.

## **8. How will the sporting community be involved going forward?**

The department is committed to ongoing engagement with sporting groups to:

- keep them informed about project progress
- involve them in planning for the transition and future programming
- understand their needs and address concerns.

## **9. What benefits will the Northern Suburbs Community Recreation Hub provide for basketball and indoor sports?**

The Hub will provide:

- four new indoor courts, easing pressure on existing facilities
- potential for larger events and tournaments
- a fit-for-purpose, modern facility designed for future growth
- greater geographic access for residents in northern suburbs.

## **10. When would construction begin, and how long will it take?**

Timelines are still being finalised. Further planning and design work will occur in consultation with stakeholders. Updates will be provided as project milestones are reached.

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# Budget Estimates 2025-26

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## Minister for Infrastructure and Transport

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Output Group: Administered Expenses

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# Conveyance Allowance

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## Talking Points

- The Conveyance Allowance recognises that not all school students live in areas where it is possible or practical to provide bus services to and from school.
- Conveyance Allowance primarily assists families by partly reimbursing the cost of private land transport between home and school, or to a bus route which provides access to their school.
- The Conveyance Allowance Air Travel Scheme assists families living on a Bass Strait island with funding for part of the cost of an eligible student travelling to a school or college on mainland Tasmania.
- Conveyance Allowance Air Travel funds nine return airfares each school year for eligible students living on a Bass Strait island. A small fixed land transfer component also applies.
- The conveyance allowance program typically supports around 250 families each year to transport students to and from schools.
- The Tasmanian Government has committed \$1.63m each year over the forward estimates to support travel to school for these students.

## Background

- Conveyance Allowance is funded entirely by the Tasmania Government.
- Applicants for Conveyance Allowance (land travel only) must live five kilometres or more from the nearest bus stop or educationally appropriate school.
- Students must be aged 18 years or under at the start of the school year and be enrolled in full time education.
- Applicants may enrol their student in a school which is not the nearest school. However, calculation of the amount to be paid will be based on travel to the nearest school, or bus stop servicing that school (whichever is the closest) unless the applicant can establish that the nearest school does not meet the student's educational needs.
- The rate of payment of 28 cents per kilometre reflects the approximate average per kilometre running cost of a medium-sized four-cylinder family sedan and is reviewed annually.
- In the case of air travel from the Bass Strait Islands, nine return airfares are paid for a school year regardless of whether a lesser number of flights are taken.

## Actuals – Financial Year (actual expenditure)

<b>Title</b>	<b>2023-24</b> <i>(1 July 2023-30 June 2024)</i>	<b>2024-25</b> <i>(1 July 2024-30 June 2025)</i>
Conveyance Allowance Program	\$0.74m	\$0.78m

## Budget – Financial Year

<b>Title</b>	<b>2025-26</b> <b>Budget</b>	<b>2026-27</b> <b>Forward</b> <b>Estimate</b>	<b>2027-28</b> <b>Forward</b> <b>Estimate</b>	<b>2028-29</b> <b>Forward</b> <b>Estimate</b>
Conveyance Allowance Program	\$1.63m	\$1.63m	\$1.63m	TBD

## Budget Estimates 2025-26

### Minister for Infrastructure and Transport

Output Group: 6 - Subsidies and Concessions

Output: 6.2 General Access Services

## General Access Regular Passenger Transport Services

### Talking Points

- The Department of State Growth manages 22, ten year contracts with eight operators, to deliver general access services across Tasmania.
- Services are delivered by a combination of private operators and state-owned company Metro Tasmania:

Operator	Region
Calows Coaches	East Coast and Launceston
East Tamar Bus Lines <sup>K</sup>	East Tamar and Launceston
Kinetic Tasmania <sup>K</sup>	Statewide
Manions Coaches	West Tamar and Launceston
Merseylink <sup>K</sup>	Devonport and Surrounds
Metro Tasmania	Hobart, Burnie and Launceston
O'Driscoll Coaches <sup>K</sup>	New Norfolk and supplementing Hobart's Northern Suburbs
Tassielink	Statewide

- Metropolitan general access bus services provide public transport in Hobart, Launceston, Devonport and Burnie.
- Non-metropolitan general access bus services provide public transport that connects urban fringe areas to urban centres or to support long distance intercity travel.

<sup>K</sup> Kinetic-subsidary company. Operator trades as Kinetic Tasmania.

- State Growth also contracts Area Connect, a subsidiary of Community Transport Services Tasmania, to deliver bespoke public services for very small regional communities. Area Connect services run on specific days, providing travel options to key services, amenities, and other public transport connections.
- As in other jurisdictions, public transport providers are reporting difficulties attracting and retaining drivers.
- State Growth continues to make improvements to the general access bus network across Tasmania. This is achieved by listening to community feedback and considering appropriate changes to services to improve access to jobs, schools, shops, health care and local centres.

### **\$20 million over four years to deliver additional school buses and commuter buses**

- As part of a 2021 election commitment, \$20 million was provided over four years to deliver additional school and general access services to areas of high demand.
- State Growth has used \$11.481 million with approximately \$9.4 million of this related to general access regular passenger services.
- A further \$5.512 million was rolled over available into 2025-26, which will be used to fund the continued delivery of additional general access services to the Huon Valley and Kingborough and for the maintenance of the Huntingfield and Firthside park and ride facilities, as well as to meet the increasing cost of the existing general access services.
- As part of a 2024 election commitment, the Tasmanian Government also committed to providing a further \$15 million over four years to fund and expand the delivery of government-contracted school and general access bus services (More Bus Services).

- State Growth will utilise the funds from the 2024 election commitment from financial year 2025-26 onwards to fund the aforementioned services for a further period, to introduce Sunday services between Brighton and Hobart, and fund the maintenance of the existing park and rides and new park and rides at Midway Point and Claremont that will become operational over the forward estimates, as well as to meet the increasing cost of the existing general access services.

**Actuals – Financial Year (actual expenditure)**

<b>Title</b>	<b>2023-24 (1 July 2023- 30 June 2024)</b>	<b>2024-25 (1 July 2024- 30 June 2025)</b>
General Access Services	\$73.57 million	\$76.49 million
Additional Bus Capacity (2021 commitment)	\$6.40 million	\$3.66 million
More Bus Services (2024 commitment)	N/A	\$0.00 million

**Budget – Financial Year**

<b>Title</b>	<b>2025-26 Budget</b>	<b>2026-27 Forward Estimate</b>	<b>2027-28 Forward Estimate</b>	<b>2028-29 Forward Estimate</b>
6.2 General Access Services	\$95.99 million	\$84.72 million	\$86.65 million	\$84.77 million

# Background

## Key Statistics

- Output 6.2 provides funding for 22 long-term general access bus contracts with eight bus operators including Metro Tasmania.
- There are a total of 304 buses across the general access operators, including 69 buses operated by private operators and 235 Metro Tasmania buses (including four battery electric buses and three hydrogen fuel cell electric buses which are able to be used to deliver Metro services but are not funded through Output Group 6.2).

## Kingston Bus Stop

- The newly built Kingston Bus Interchange is located at the corner of the Channel Highway and Goshawk Way intersection.
- The infrastructure works were managed by Kingborough Council and partially funded through the \$20 million Hobart City Deal.
- In 2021 and 2022, Kingborough Council consulted with State Growth and bus operators on concept designs for the interchange.
- In late February 2023, Kingborough Council commenced construction.
- In late November 2023, bus operators conducted operational trials of the site.
- After the trial, bus operators raised concerns with State Growth about the functionality of the new interchange, its ability to accommodate turning buses and issues with Disability Discrimination Act (DDA) compliance.
- State Growth obtained specialist advice on the design issues to demonstrate that the risks could not be adequately managed with operational protocols.
- State Growth, Kingborough Council and bus operators jointly determined that further infrastructure changes were required to rectify the identified safety and accessibility issues.
- In December 2024, following further refinement and consultation, a final design to rectify safety and accessibility issues was approved for construction.
- Kingborough Council has engaged a contractor to undertake additional construction work during March and April 2025.
- The Kingston Bus Interchange became operational on 5 May 2025.

## Zero emission bus trials

- In early 2024, Metro took delivery of four battery electric buses in Launceston as part of a two-year trial of zero emissions transport technologies. Passenger services have commenced using these buses.
- Three Hydrogen Electric Buses (HEBs) have operated across Metro's southern network since June 2025.
- These trials are supported by the Tasmanian Government through Renewables, Climate and Future Industries Tasmania (RECFIT) rather than through Output Group 6.2.

## Attachments

1. N/A

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# Budget Estimates 2025-26

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## Minister for Housing and Planning

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Output Group: 8 – Housing and Planning

Output: 8.1 Housing and Planning

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# Homes Tasmania Review

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## Talking Points

- The Independent review into Homes Tasmania was a timely analysis of how effective Homes Tasmania has been in meeting its purpose.
- However, as the Review highlights, there is more we can do to ensure Homes Tasmania is positioned to meet its objectives as effectively as possible.
- The former New South Wales Auditor-General, Margaret Crawford PSM, undertook the review and made twenty recommendations on possible improvements.
- The Government accepted all 20 recommendations, with work to implement them already well underway.
- Importantly, Ms Crawford's Review did not find a system that is broken. Rather, it concludes that while there is a strong foundation, Homes Tasmania requires greater clarity of purpose, a stronger strategic direction, a more focused vision and role, and increased flexibility to achieve the outcomes originally envisaged under our housing model.
- I am especially pleased that Ms Crawford recognised the staff of Homes Tasmania as hardworking, committed, and highly knowledgeable.
- As noted in the Government's response we have relocated existing policy functions, regulatory responsibilities, and system stewardship from Homes Tasmania to the Department of State Growth.
- This shift has happened and allows Homes Tasmania to focus squarely on its core responsibilities: building social and affordable housing for eligible persons and those on low to moderate incomes,

and delivering tenancy and homelessness services to those most in need.

- We will continue to clarify roles and accountabilities, and strengthen the systems and processes that support them, ensuring they are fit for purpose, well understood, efficient and sustainable. This will help set up both Homes Tasmania and our broader housing agenda for long-term success.

Released under RTI

# Background

- Homes Tasmania was established under the Homes Tasmania Act 2022 and commenced on 1 December 2022.
- The review of Homes Tasmania focussed on:
  - the effectiveness of the governance structures and processes of Homes Tasmania
  - the capacity of these structures to provide clear direction and efficient decision-making
  - the transparency and effectiveness of reporting mechanisms, including public reporting on the performance of Homes Tasmania
  - the role of Homes Tasmania in delivering housing, homelessness and crisis accommodation and services to eligible persons
  - the extent to which Homes Tasmania effectively engages with relevant sectors, providers, government agencies, and potential investors or partners
  - any other matters relevant to governance, reporting and accountability of Homes Tasmania in delivering improved housing and homelessness outcomes in Tasmania.
- The completion date for the review was originally 25 March 2025, however Margaret Crawford requested a short extension noting a higher than anticipated level of stakeholder consultation requested from her through referrals. The final report was received on 7 April 2025, and was tabled in Parliament, alongside the government's response, on 3 June 2025.
- The Independent Review was managed by the Department of Premier and Cabinet (DPAC) under a Crown Prerogative Instrument of Appointment. DPAC's advice is that the review cost \$91,446.

## ATTACHMENT

- Homes Tasmania Review – Recommendations Action Progress Tracker – November 2025

#	Recommendation	Government Response	Lead	Status as at 14 November 2025
<b>Immediate priorities</b>				
5	Urgently clarify whether the Board of Homes Tasmania is a governance board, empowered to manage the authority, consistent with government policy, but at arm's length from the Minister, or whether the government needs more direct control of the operations of the authority	The Board has been charged with managing the Authority, consistent with Government policy. An updated Ministerial Statement of Expectations will be issued no later than 30 September 2025 to reflect proposed arrangements.		As is required under the Homes Tasmania Act 2022, consultation with the housing and homelessness sector occurred during August/September and the draft Statement of Expectation was recently sent to the Homes Tasmania Board for their consideration. We expect the new SoE will be finalised shortly.
6	Be clear that strategic housing and homelessness policy is the responsibility of the Department of State Growth	Strategic housing and homelessness policy will return to central agencies, specifically to be led by the Department of State Growth. The Department of State Growth will act as steward for strategic housing and homelessness policy, informed and in partnership with key partner agencies, including the Department of Education Children and Young People, the Department of Justice, the Department of Premier and Cabinet, and the Department of Health. The Department of State Growth and Homes Tasmania will work through this transition, and if any direction is needed, it will be incorporated into the revised Ministerial Statement of Expectations for Homes Tasmania.	DSG	This is captured in the draft SoE provided to the Minister in the action above.
17	Continue to regularly meet with sector participants and provide greater clarity about escalation and decision-making processes.	This will be made clear to the Board of Homes Tasmania through the updated Ministerial Statement of Expectations. It will be facilitated by the shifting of strategic housing policy to the Department of State Growth, which will support Homes Tasmania to focus on operational matters.		This is captured in the draft SoE provided to the Minister in the action above.
<b>Workstreams to the end of 2025</b>				
1	Complete the planned Review of Finance of Homes Tasman	This work will be undertaken by the Department of State Growth, as part of this change process. Work is envisaged to be completed by the end of 2025.)		State Growth have now engaged KPMG to undertake this work, and it is scheduled to be completed in December to allow the findings to inform the upcoming budget process.
2	Regardless of the quantum, provide certainty to Homes Tasmania regarding the funding envelope they can work within.	This issue will be incorporated into the Financial Review being conducted by the Department of State Growth		
7	In developing strategic housing policy, the Department should advise the Minister on the best mix of housing types that should comprise the 10,000 target, including the mix of infield or greenfield development, and the Minister, the Department and Homes Tasmania should clearly indicate the government's housing preferences to the sectors engaged in housing development.	This will be examined as part of the Financial Review which will also address recommendations one and two.	DSG	
3	Consider a suite of authority specific modifications to the Treasurer Instructions, and other restrictive policies, that limit Homes Tasmania from engaging in innovative partnerships to deliver new housing.	The Department of State Growth will work with the Department of Treasury and Finance and Homes Tasmania to determine the relevant exemptions to the Treasurer's Instructions which may be required to achieve improved purchasing and partnership outcomes for Homes Tasmania	DSG	This work has commenced and will be completed in early 2026.

## Delivery of the Government's response to the Crawford Review recommendations – status update

#	Recommendation	Government Response	Lead	Status as at 14 November 2025
4	Require Homes Tasmania to report on any departures from Treasurer's Instructions or public policy requirements	This will be considered as part of the response to recommendation three.		
8	Be explicit when reporting additions to housing supply compared with the purchase or rental of existing properties (noting the current Dashboard does show new build compared with existing homes under the "My Home" shared equity program)	<p>A new, user-friendly Housing Dashboard was released in September 2024 to further transparency in the delivery of social and affordable housing across the state.</p> <p>This new Dashboard features a new format with additional information, including detailed reporting on completed homes, land packages, funding models and the status of pipeline projects.</p> <p>The Department of State Growth will work with Homes Tasmania to progress any required changes to the Homes Tasmania Dashboard, including reviewing whether the management of the dashboard reporting should move to the Department of State Growth.</p>	DSG / HT	<p>Homes Tasmania has been progressing discussions on updates to the dashboard.</p> <p>The wider review of what elements of the dashboard, and what if any elements, should move to State Growth is now commencing as part of the development of the Outcomes Reporting Framework, led by State Growth.</p> <p>State Growth expects to put a recommendation to the Minister in early 2026.</p>
9	Consider adding more metrics in Homes Tasmania Dashboard showing the population cohorts seeking and receiving assistance.	<p>Additional metrics were added relating to applicant profile in the changes made to the Housing Dashboard in 2024.</p> <p>The Department of State Growth will work with Homes Tasmania to review the reporting metrics in the Homes Tasmania Dashboard, as part of the Outcomes Reporting Framework which is being developed as a priority under the Housing Action Plan</p>	DSG	As noted under recommendation 8, State Growth has recommenced work on the Outcomes Reporting Framework and is about to commence consultation with stakeholders in November with the intention of bringing a recommendation to the Minister in early 2026.
10	Deliver the asset management plan to redevelop and reprofile aging assets in the Homes Tasmania portfolio, flagged in the Action Plan to be completed by 30 June 2025.	Homes Tasmania is progressing work on this as a priority of the Action Plan.	Homes Tas	Homes Tasmania continues to progress the asset management plan. There are a number of dependencies in the critical path, including the financial review and the outcome of work the board has requested in regard to our budget.
19	Continue to pursue the initiatives outlined in the Action Plan that are the responsibility of other parts of government.	The Government is continuing to pursue the initiatives outlined in the Action Plan. The Department of State Growth, in conjunction with its key partner agencies, will review the Action Plan, to determine if the responsibility of any actions need to be moved.	DSG	State Growth has almost completed this work and expects to bring a set of recommendations to the Minister in December.
20	Lead a conversation with the Tasmanian community regarding the need for and benefits of new types of housing in Tasmania.	This work is part of the ongoing business of Government being led by the Department of State Growth. The Department of State Growth already has a Housing, Population and Planning team, which was established earlier this year who will be completing this work.	DSG	State Growth will be reviewing what we can do in this space with resources and will develop a communication plan by end of 2025 for the 2026 calendar year.
<b>Longer Term</b>				
12	Assess the risks associated with funded staff to client ratios.	This will be reviewed as a medium-term priority (in 2026).	Homes Tas	To commence in 2026. This work will require budget support so this will need to go through the budget process.
14	Be clear about who is responsible for meeting accommodation standards for properties housing clients with a disability and older adults requiring property modifications to age in place.	A review of current approaches will be progressed by Homes Tasmania and the Department of State Growth to provide further advice on this matter.	Homes Tas / DSG	To commence in 2026 This work will require analysis of changes to NDIS and Aged care packages that are not yet finalised.
15	Pursue the slated review of the Residential Tenancy Act 1997.	The Government has committed to a review of the Residential Tenancy Act 1997 by 30 June 2027 under the Action Plan.	Justice	To commence in 2026

## Delivery of the Government's response to the Crawford Review recommendations – status update

#	Recommendation	Government Response	Lead	Status as at 14 November 2025
18	Consider the development of a Direct Dealing (unsolicited Proposal) Framework to govern unsolicited proposals and co-design with industry participants	This matter will be considered by the Department of Treasury and Finance and the Department of State Growth as a medium-term priority (in 2026).	DSG /DTF	To commence in 2026
<b>Business as Usual Activities</b>				
11	Prioritise investment in tools and technology to support better reporting on asset projections and project management.	This will be a matter for Homes Tasmania's Board to progress with their executive, noting that a new Chief Financial Officer has commenced employment at Homes Tasmania	Homes Tas	The plan and business case for investment in tools is a work in progress. It is likely to require budget support.
<b>Completed activities</b>				
13	Ensure the Homes Tasmania board is comprehensively briefed on the risks associated with the findings of the Commission of Inquiry into Children in Institutional Care.	The Department of Premier and Cabinet has briefed the Homes Tasmania Board on the risks associated with the Commission of Inquiry.	DPAC	Complete. Done in June 2025.
16	Finalise the builder panels as soon as possible.	Homes Tasmania has progressed work to establish the builder panels. The Department of State Growth will work with Homes Tasmania to finalise the panels by the end of June 2025.	Homes Tas	Complete

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# Budget Estimates 2025-26

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Minister for Infrastructure and Transport

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Output Group: Capital Investment Program (CIP)

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## Northern Suburbs Transit Corridor and Rapid Bus Services

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### Talking Points

- The transport system can support change in the urban environment by delivering high-quality, reliable transit services, enhanced by infrastructure that facilitates access to essential services and employment.
- Such a transport system must be complemented by land use planning frameworks that support the location of housing, including higher density housing, close to major public transport, routes, employment centres and services.
- This is the Tasmanian Government's vision for Greater Hobart: a Hobart that is more liveable, accessible, and resilient, with fast, reliable and inclusive mobility at its core.
- Public transport in Hobart is currently characterised by a high-penetration, low-frequency network designed to service a relatively small, dispersed population.
- Housing development is also concentrated at the urban fringes, where lower property prices are, in part, offset by longer travel times to meet essential needs.
- The Department of State Growth has completed a Strategic Business Case, which has rigorously tested how best to achieve this vision by evaluating the effectiveness of a range of transport options.
- It explores how public transport can help to shape urban development, reduce congestion, and improve access across the region.

- Most traffic entering Hobart uses three key corridors: the Brooker Highway, the Tasman Bridge, and the Southern Outlet. These cannot easily be expanded so using these corridors more efficiently, supported by attractive and reliable public transport options is essential.
- From that work, the Tasmanian Government has determined to progress a Greater Hobart Rapid Bus Network. This network encompasses the three critical transport corridors for Greater Hobart - north, south and east – to support movement of people between residential and activity centres, including utilisation of the Northern Suburbs Transit Corridor.
- A rapid bus network is a significant investment decision. The Strategic Business Case estimates that a rapid bus network will have total capital costs of around **S. 27**, plus ongoing operating costs.
- It will require funding support from the Australian Government to deliver. In order to do this, we need to follow the infrastructure planning steps determined by the Australian Government.
- The Strategic Business case will be submitted to Infrastructure Australia for evaluation. The Tasmanian Government will also seek to have the rapid bus network added to the updated national Infrastructure Priority List for 2026.
- Subject to Infrastructure Australia's input, the Tasmanian Government will then develop a Detailed Business Case for the first stage of the rapid bus network, which will be for the northern suburbs.
- The Detailed Business Case is a complex piece of work, and requires completion of detailed planning, design and costings. It may take up to two years to be finalised for submission.
- Delivery of the rapid bus network is then subject to the Tasmanian and Australian Governments' review of the Detailed Business Case.

## Northern Suburbs Transit Corridor: Light rail

- Light rail has been investigated in detail in studies extending back to 2010.
- The purpose of this Strategic Business Case is to identify the needs and demand and then identify the transport mode/s and model best suited to delivering an integrated passenger transport service across Greater Hobart.
- The Rapid Bus Network would link Greater Hobart's three transport corridors – North, South, East. In contrast to the current network, where services terminate in central Hobart, this network would provide for higher frequency 'through' services allowing passengers to continue journeys beyond the Hobart CBD while remaining on the same vehicle, providing seamless linkage between activity centres and avoiding the need to transfer between services.
- This would see the Rapid Bus Network providing the 'trunk' public transport services of more direct and higher frequency services, with ferries and the route bus services providing the 'branches', to provide a truly integrated transport network for Greater Hobart.
- A light rail service can't deliver this model because light rail cannot feasibly be extended to the south or east without very large scale infrastructure works to provide a suitable rail alignment. Light rail on the northern corridor, feeding into bus rapid transit on the two remaining corridors, would require passengers to interchange at a central point, negating the advantage provided by 'through' services.
- Rail is often perceived as providing an inherently superior service to road transport. However, much of this perception is derived from the reliability and predictability of rail journeys, together with ride quality, generated by the priority given to rail operating in a dedicated corridor. These attributes can also be achieved by other transport modes, where they have right of way in a dedicated corridor.

- It is expected that rapid buses would utilise at least parts of the Northern Suburbs Transit Corridor. This would mean replacing the rail track with a pavement for buses. Different routes north of Glenorchy and south of Cornelian Bay are still being investigated for suitability.

## **Funding**

- The Australian Government has provided \$40.5 million in funding for Hobart Public Transport Infrastructure Planning, to support upgrades to Hobart's roads, public and active transport networks, including the proposed Greater Hobart Rapid Bus Network.
- The Tasmanian Government is providing \$14 million in matching funds to this Australian Government commitment. These matching funds are part of the Urban Congestion Fund within the state budget.
- Within this overall funding, a total budget of \$8.2 million has been allocated for rapid bus planning and the Northern Suburbs Transit Corridor for financial year 2023-24 through to financial year 2026-27, with \$6.9 million left to spend.

## **Macquarie Point transport connections**

- While meeting the transport requirements of the Macquarie Point Stadium is considered in the business case, the public transport demands generated by large events at the stadium will largely be addressed by event buses, working in tandem with public transport (ferries and buses) to service the stadium.
- The event services will be available from commencement of operation of the stadium, and do not rely on the rapid bus network to be delivered.

**Actuals – Financial Year (actual expenditure)**

<b>Title</b>	<b>Prior years</b>	<b>2023-24</b> <i>(1 July 2023-30 June 2024)</i>	<b>2024-25</b> <i>(1 July 2024-30 June 2025)</i>
<b>Urban Congestion Fund</b>	\$2.3m		\$1.06m

**Budget – Financial Year**

<b>Title</b>	<b>2025-26</b> <b>Budget</b>	<b>2026-27</b> <b>Forward</b> <b>Estimate</b>	<b>2027-28</b> <b>Forward</b> <b>Estimate</b>	<b>2028-29</b> <b>Forward</b> <b>Estimate</b>
<b>Urban Congestion Fund</b>	\$3.27m	\$4.07m	11.67m	16.08m

The remaining funding for the election commitment is beyond the forward estimates.

Released under RMA

# Background

- The Strategic Business case considers the problems being encountered and works through a series of steps to identify the options best suited to address the identified problems.
- In this case, the Strategic Business case considers, in detail, how two alternatives, a rapid bus network and an improved bus network model, would perform in addressing the transport problems found in Greater Hobart
- The Strategic Business Case shows that while both the rapid bus and network model can deliver improved transport performance for Greater Hobart, the rapid bus network is best suited to supporting the type of medium density, mixed use development foreshadowed in the Tasmania Government's 2024 *Northern Suburbs Transit Corridor Growth Strategy*.
- The Growth Strategy was released in July 2024.
- The Growth Strategy has been prepared to establish a vision for the corridor and sets short-, medium- and long-term recommendations and actions to maximise the benefits of this game changing transit investment. The strategy has been informed by engagement with the property and development sector.
- The Growth Strategy highlights the importance of a rapid bus service to connect places and help activate the corridor.
- Following on from the Growth Strategy, Glenorchy City Council has been funded to complete a Corridor Plan (similar to a master plan) for the urban development.

## Rapid Bus network

- The rapid bus network in the draft Strategic Business Case is proposed to utilise a two-lane busway along the Northern Suburbs Transit Corridor as well as transit lanes on the Southern Outlet and Tasman Highway, to reach communities to Hobart's north, south and east.
- The proposed network will use new zero-emissions buses and new stations with greater passenger amenity and real-time information displays.
- Exact routes and station locations have not been determined and will require more investigation and consultation with local councils and the community.

## Northern Suburbs Transit Corridor (NSTC)

- The Hobart City Deal (2019) commitment is to deliver the most effective public transport solution to utilise the transit corridor within five to 10 years and activate the corridor through transit-oriented development.
- The 2021 Condition Assessment determined that the existing rail track is not suitable for re-use and should be removed, and a cost estimate of necessary civil and structural activation works provided. It also recommended the need for further investigations of contamination and geotechnical hazards.

- Removal of the rail track cannot commence until relevant sections of the South Line (the official name of the current railway line) are removed from the *Rail Infrastructure Act 2007*. This is a gazetted change that does not need to go through Parliament, however it will require the corridor to transfer into a new legislative and management framework.
- Following the Condition Assessment, a variety of planning and scoping activities have been completed including:
  - geotechnical investigations and concept design for bridge replacements
  - planning approval pathway advice
  - clarification of the legislative pathway from a railway to a bus-only State Road.
  - merits of a dual lane rapid bus system established for the corridor.
  - establishment of required cross-section widths.
  - land tenure review and New Town boundary survey
  - northern suburbs traffic impact assessment
  - preliminary sampling of Northern Suburbs Transit Corridor (NSTC) railway ballast for contamination.
- The following planning work has also been completed:
  - Transit Mode Study (Price Waterhouse Coopers, 2020)
  - Condition Assessment (GHD, 2021)
  - Concept Design for replacement bridges (GHD, 2022)
  - Traffic Modelling (Jacobs, 2024)
  - Greater Hobart Bus Rapid Transit – concept study (WSP, 2023)
  - Growth Strategy (Cox, 2024)
  - Detailed design for mobility improvements (Pitt & Sherry, 2025).
- Since 2021, \$4 million has been spent on studies and site investigations for the NSTC and the proposed rapid bus network.

## Attachment

1 - Project on a page - Greater Hobart Rapid Bus Network



# Greater Hobart Rapid Bus Network

## Project on a Page

January 2024

The Department of State Growth has proposed a Greater Hobart Rapid Bus Network to provide a new direct and reliable transport option which will help manage Hobart's traffic congestion. Over the next two years a business case will be developed to support funding requests to the Tasmanian and Australian Governments.

### Where will it go?

The network will consist of 3 routes each going through the CBD and covering the main transport corridors of Greater Hobart as a complimentary service to existing urban buses. A map showing the route alignments is provided over the page.

### What is a rapid bus?

A rapid bus is a high-capacity bus that can provide a direct and reliable transport service by taking advantage of dedicated infrastructure, such as bus lanes, and high quality passenger amenities. Rapid buses are used by many cities in Australia and world-wide as a cost-effective alternative to light rail systems.

### Benefits

The rapid bus network is part of the Keeping Hobart Moving plan and is proposed to provide comfortable, safe and cost-effective urban mobility with high levels of customer amenity. The aim is to provide a transport choice which is competitive with car travel, reliable and convenient.

### Proposed network characteristics

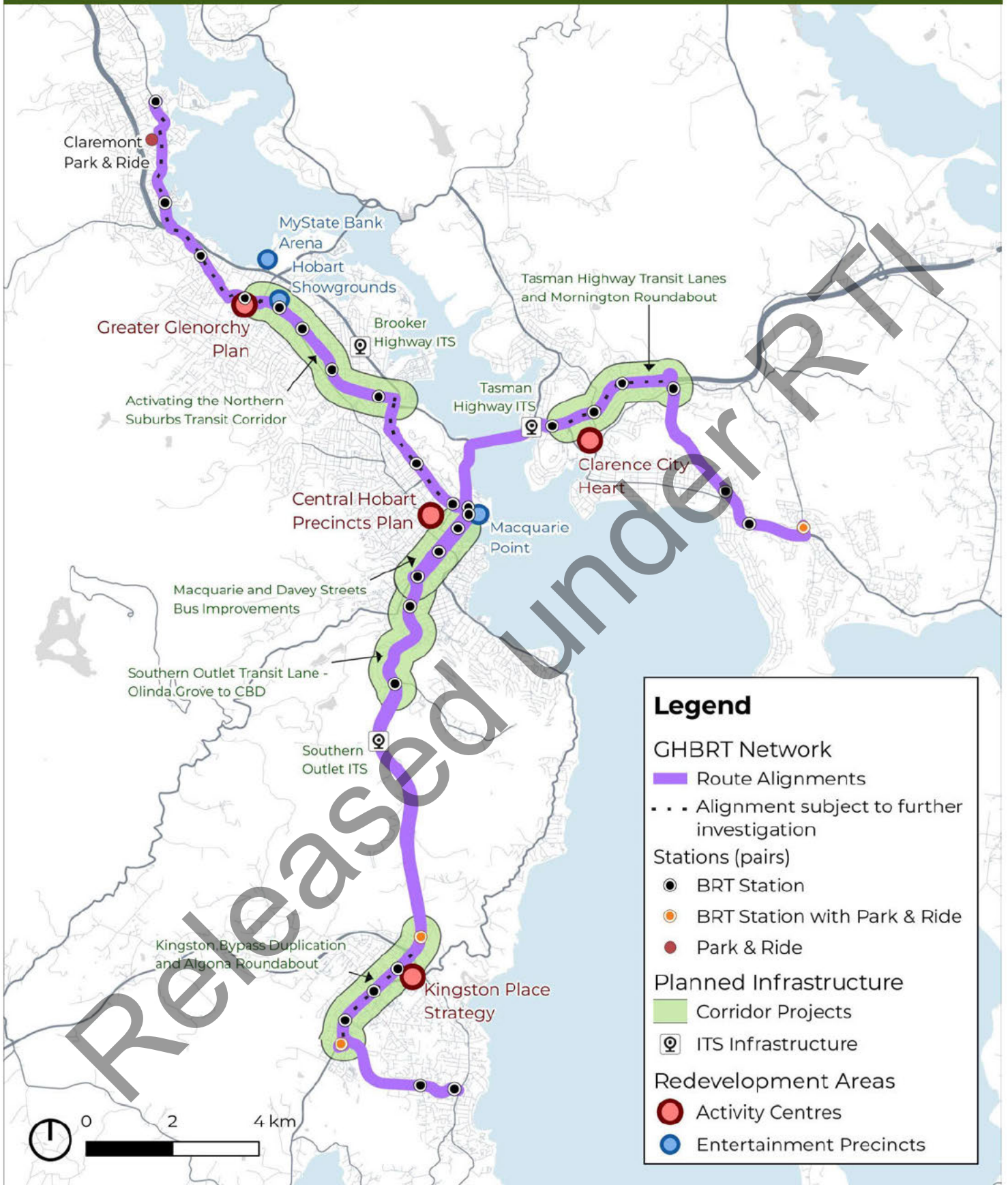
- Peak services every 15 minutes with overlapping routes providing services every 8 minutes to the city
- Direct and reliable routes using bus lanes in the CBD, transit lanes on highways and the Northern Suburbs Transit Corridor
- Will terminate at Claremont in the north, Glebe Hill in the east and Blackmans Bay in the south
- Comfortable and accessible stations will provide off-board ticketing and real-time passenger information.

### Further work is required to

- Estimate costs and benefits for each corridor to build the business case needed to justify capital and operational funding
- Confirm corridor alignments in locations where multiple options exist and risks are yet to be fully understood
- Ensure opportunities for urban renewal and land use planning are explored.

State Growth will consult with key stakeholders and the broader community as the project develops.

# Greater Hobart Rapid Bus Network and supporting projects



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# Budget Estimates 2025-26

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## Minister for Sport

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Output Group: 5 – Cultural and Tourism  
Development

Output: 5.6 Sport and Recreation

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# AFL High Performance Centre

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## Talking Points

- Following the Tasmanian Government's decision on 18 November 2024, it was announced that the Kingston Twin Ovals complex would be the optimal location for the new AFL/AFLW Team Training and Administration Centre.
- The Tasmanian AFL/AFLW High Performance Centre (HPC) is a key requirement to support, grow and underpin the Tasmanian AFL/AFLW Club (Tasmania Devils).
- The AFL HPC supports the AFL and the Tasmania Devils mission to grow football participation, strengthen grassroots initiatives, and attract premier sporting events to the state. It underscores the government's commitment to advancing AFL and fostering a vibrant football culture for fans and players alike.
- The Tasmanian Government has committed \$105 million, with the AFL currently contributing a further \$10 million bringing the total funding allocation to \$115 million.
- The project will bring significant economic benefits to the Kingborough municipality and the broader Hobart region. It will create construction and operational jobs, support local businesses through increased activity, and position Kingborough Sports Precinct as a leading sports hub. By attracting visitors and events, the facility will drive economic growth in southern Tasmania.
- The facility is expected to be completed for the Tasmania Devils' entry to the 2028 AFL season.

- The planning application supporting this exciting project was placed on public exhibition on 22 October 2025.
- The facility will include internal and external training facilities, as well as office accommodation for football and administrative staff. It is expected to play a vital role in the future success of the Tasmania Devils with the scope of the project outlined in Schedule No.9 of the AFL Agreement.
- The project reached 100 percent detailed design in October 2025 and is forecast to, subject to all relevant approvals, go to tender in December 2025.
- The Department of State Growth and the Department of Premier and Cabinet continues to support the Kingborough Council and the Devil's in managing stakeholders and ongoing precinct usage.
- This collaboration will ensure that the development will cater to the needs of all user groups. A strategy that considers the diverse range of stakeholders, including existing user groups, residents, local businesses, and visitors is critical to ensuring that the precinct evolves into a vibrant and sustainable space.

**Actuals – Financial Year (actual expenditure)**

<b>Title</b>	<b>2023-24 (1 July 2023- 30 June 2024)</b>	<b>2024-25 (1 July 2024- 30 June 2025)</b>
Kingborough Sporting Precinct (including AFL High Performance Centre)	\$0.79m	\$2.97m

**Budget – Financial Year**

<b>Title</b>	<b>2025-26 Budget</b>	<b>2026-27 Forward Estimate</b>	<b>2027-28 Forward Estimate</b>	<b>2028-29 Forward Estimate</b>
Kingborough Sporting Precinct (including AFL High Performance Centre)	\$15.734	\$60.0m	\$35.5m	

Released under RMA

# Background

- On 16 December 2024 at the Kingborough Council meeting, council unanimously supported the development of the Tasmania Devil's Team Training and Administration Centre at this location and authorised negotiation of a Heads of Agreement and the subsequent transfer of land required to deliver this new facility.
- A skilled multi-disciplinary project team has been engaged to work collaboratively with Infrastructure Tasmania, including Project Managers (COHA Group), Principal Design Consultant (Populous Design), Structural, Civil and Building Services Engineer (JMG), Building Surveyor (Lee Tyers & Associates), Quantity Surveyor (WT partnership), and Town Planner (All Urban Planning) to deliver the project.
- Following the passing of the 2025-26 State Budget the project is to be delivered by the Club, with practical completion forecast in early January 2028.
- The department and DPAC are leading negotiations with the Club and AFL to ensure the design of the High Performance Centre (HPC) remains within the scope of the Government's commitments and obligations as outlined in Schedule 9 of the AFL Agreement.
- The Development Application (DA) for the HPC was lodged on 11 August 2025 and General Manager consent was received on 1 September 2025, commencing the statutory lodgement period. The Kingborough Council DA for Oval 3 was lodged on 5 September 2025. The DA for the HPC went of public exhibition on 22 October 2025.
- The cost estimate of the HPC has evolved over time in context of the preferred site confirmation and detailed designs being progressed, in consultation with key stakeholders.
- The Master Plan and functional design brief (prepared by the Club) have been endorsed by the project steering committee (consisting of members from the Club, AFL and DPaC), and meet the specifications of Schedule 9. These key documents have helped to inform most recent cost estimate.
- The estimated cost, prepared by an independent Quantity Surveyor, for the new HPC is approximately \$27 million and is inclusive of a range of project contingencies and market loading. This cost is informed by the 100 percent detailed design phase. The costing is also informed by the requirement of the facility to be built to a standard that is at a minimum consistent with the majority of other club training bases across the country.
- The original funding commitment of \$70 million, with \$60 million from the Tasmanian Government and a further funding contribution of \$10 million from the AFL, is not sufficient to deliver the HPC and/or the Kingborough Council community infrastructure.
- Both departments have worked closely with the AFL, the Club, design team and Quantity Surveyors to prepare a detailed design that meet the AFL Agreement requirements and develop adequate costings to inform an appropriate revised budget.

- The previously announced, but not approved, state budget included a funding allocation of \$105 million from the state and \$10 million from the AFL to a new revised budget of \$115 million to deliver the AFL HPC.
- The department is confident that the HPC facility can be built, consistent with the specifications and requirements in the AFL Agreement within a budget envelop of \$115 million.
- The Kingborough Community Sports Precinct Enabling Infrastructure will be funded from a separate budget allocation to the HPC.
- The department, in partnership with the Kingborough Council, is in the process of applying for Australian Government grants (through the Urban Precincts and Partnerships Program), which if successful, could potentially offset some of the cost to deliver the council works.
- Following Cabinet's decision in November 2024, the Minister for Sports and Events announced moving the site of the HPC from Rosny Parklands to Kingston Twin Ovals on 19 November 2024.
- On 16 December 2024, Kingborough Council confirmed its support for the HPC and authorised its CEO to commence negotiations with the State Government regarding the Heads of Agreement and transfer of land required for the construction of the facility.
- The development of the Kingborough precinct is closely tied to the HPC project, as the proposed HPC involves using existing ovals, and building new ovals and associated infrastructure for existing clubs.
- The Kingborough precinct involves substantial infrastructure work, such as new ovals and road construction, utilities, and other public amenities. Adequate and timely funding ensures that these works can be completed without delays, allowing for seamless integration with the broader HPC project. This construction work needs to commence in early 2026 to ensure that the HPC can be completed and is operational in line with the AFL Agreement timelines.
- Without appropriate and timely funding, delays in completing the Kingborough precinct will impact on the delivery and operation of the HPC.
- The department, through a grant deed, has provided \$603,000 to the Council to commence enabling design and planning this financial year, with the aim to commence construction early 2026.
- The Department of Premier and Cabinet, with assistance from the Office of the Crown Solicitor, are leading the negotiations on the applicable term sheet (Heads of Agreement) which captures the terms on which the HPC site is developed and how the enabling community infrastructure is managed by Council.

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## Budget Estimates 2025-26

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### Minister for Sport

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Output Group: 5 - Cultural and Tourism  
Development

Output: 5.6 Sport and Recreation

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## Devonport Sports Precinct/NTCA Master Plan

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### Talking Points

- The Tasmanian Government supports and invests in sport and active recreation to build healthier and more active communities.
- We recognise the significant benefits gained from physical activity through sport and active recreation with this improving physical and mental health and building community connectedness and social skills.
- The Tasmanian Government remains committed to delivering high-quality and strategically planned sport and active recreation initiatives to encourage physical activity among Tasmanians.

### DEVONPORT SPORTS OVAL PROJECT

- The Devonport City Council adopted its Sports Infrastructure Master Plan (SIMP) in 2021 after extensive community consultation.
- Following adoption of the SIMP, the Devonport City Council continued to engage clubs and associations to identify priority projects for new investment.
- The Devonport City Council's Priority Investment Plan was developed to provide the next level of detail in capturing the proposed response to seven (of the eleven) high priority projects identified in the Master Plan.
- The Priority Investment Plan was publicly released by Devonport City Council in March 2024 and used in advocating for the required funding from other levels of Government to support the plan.

- The Priority Investment Plan identifies significant upgrades to the Devonport Oval.
- The project was initially costed at \$51.5 million, with the Tasmanian Government committing \$25 million to the project in 2024.
- Funding will also be provided by the Australian Government (\$22 million) and the Devonport City Council (\$4.5 million).
- The project cost has since been revised to \$60 million and will provide enhanced spectator capacity.
- An additional \$5.85 million is provided in the 2025-26 State Budget to support the increased capacity.
- This project will reshape sport in Devonport with the co-location of basketball and netball codes into a new four court community use facility plus an additional two show courts with a 2000 seat capacity for events.
- The project has commenced and is expected to be completed by the first quarter in 2027.

## **NTCA MASTER PLAN**

- In 2023, the City of Launceston began consultation with the facility management group at the NTCA Ground to develop a new masterplan that captures the strategic objectives and future requirements of the facility.
- A proposed fit-for-purpose redevelopment of the NTCA Sports Complex in Launceston was documented into a master plan.
- The redevelopment will provide expanded facilities to meet the needs of the Northern sporting community, including new indoor and outdoor facilities, amenities and social and community spaces, along with infrastructure to accommodate the growing participation of women in sports.

- The NTCA Sports Complex is a critically important part of the sporting infrastructure that serves the region’s sporting community, hosting thousands of users annually.

**Actuals – Financial Year (actual expenditure)**

<b>Title</b>	<b>2023-24</b> <i>(1 July 2023-30 June 2024)</i>	<b>2024-25</b> <i>(1 July 2024-30 June 2025)</i>
Devonport Multipurpose Stadium	\$2,500,000	\$10,000,000

**Budget – Financial Year**

<b>Title</b>	<b>2025-26</b> <b>Budget</b>	<b>2026-27</b> <b>Forward</b> <b>Estimate</b>	<b>2027-28</b> <b>Forward</b> <b>Estimate</b>	<b>2028-29</b> <b>Forward</b> <b>Estimate</b>
Devonport Multipurpose Stadium	\$17,350,000	\$1,000,000		

# Background

## Devonport Sports Precinct

- The Devonport City Council adopted its Sports Infrastructure Master Plan (SIMP) in 2021 after extensive community consultation.
- The SIMP focusses on developing Council's Sporting precincts to maximise infrastructure investment, and notes over 30 potential projects across Council's sporting infrastructure at different levels of priority, with a total value estimated to cost \$80 million.
- The Tasmanian Government committed \$25 million towards the Devonport stadium. The Australian Government is contributing \$22 million and the council the remaining funding.
- The Tasmanian Government commitment is payable in six instalments.
- Two instalments totalling \$12.5 million have been paid including \$10 million as at 30 June 2025.
- Discussions with the State Government on the potential to increase the scope of the project to support enhanced spectator capacity date back to early 2024.
- A revised Guaranteed Maximum Price Cost Plan was provided by Fairbrother on 20 June 2025.
- The stadium will include:
  - a three court, indoor community hall supporting community participation and competition
  - a three court, show court hall supporting both community participation, competition and higher-level competition
  - outdoor courts and community access recreation facilities
  - multi-club social and administration facilities
  - cricket and high-performance training facilities, and
  - associated development including carparking and landscaping.
- Devonport City Council has engaged Fairbrother, a leading Tasmanian construction firm, to complete construction of the project.
- Following an appeal of the original planning approval, the Tasmanian Civil and Administrative Tribunal have provided planning approval for the project.
- Construction has commenced with the project expected to be completed in the first quarter of 2027.
- An additional \$5.85 million is provided in the 2025-26 State Budget to support increased capacity at the centre.

## NTCA Masterplan

- The master plan is intended to provide expanded facilities to meet the needs and demands of the Northern sporting community, including some of the region's most popular and fastest-growing sporting codes and is primarily focussed on the NTCA Sports Complex.

- At present, five community sports clubs, including Australian Rules Football, cricket and soccer, share the facilities for home fixtures and events.
- The council made a commitment to progress master planning to inform project requirements and planning approval in 2024-25 to enable construction to start in 2025-26.
- The project is currently costed at \$40 million.
- The redevelopment will address the significant challenges with the current facilities, including the inability to accommodate the increasing number and diversity of participants, and aging infrastructure.
- The council released a request for quotation to market to procure project management services on 18 November 2024.
- In December 2024, Commercial Project Delivery was appointed as the successful consultant.
- Council has appointed Terroir as the Lead Designer (architectural services).
- Advocacy for the project has progressed with the project named in the Launceston – A City Building Its Future – Advocacy 2024-25 document.
- Stakeholder engagement continues with Cricket Tasmania, Cricket North, Northern Tasmania Cricket Association, Old Scotch College Football Club, East Launceston Junior Football Club, Northern Rangers Football Club, Launceston Cricket Club, South Launceston Cricket Club.

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# Budget Estimates 2025-26

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## Minister for Sport

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Output Group: 5 - Cultural and Tourism  
Development

Output: 5.6 Sport and Recreation

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## Dial Park

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### Talking Points

- The Tasmanian Government is committed to upgrading and developing new community sports infrastructure across the state.
- The Tasmanian Government has allocated a total of \$14 million towards the capital upgrades at Dial Park from 2024-25 to 2026-27.
- The Dial Park upgrades will enhance the player and spectator infrastructure, position it to better meet the region's needs and enhance its ability to host events, including AFLW and VFL content.
- As part of the work completed to date, Dial Park has been assessed against the AFL Tier 4 Venue Guidelines, to help to inform the final scope of works.
- The work completed with stakeholders indicated that the original \$25 million allocation is not required to improve infrastructure and amenities for participants and spectators at Dial Park.
- The Tasmanian Government has reinvested the remaining \$11 million to improve several other sporting facilities, supporting both elite content as well as community participation, largely in the North and North West.
- The Central Coast Council will continue to own and manage Dial Park, including delivery of the capital upgrades, which enables it to continue to meet local and regional needs as well as support elite content.
- This decision was made as the primary use of Dial Park is at a community level and it does not fit within the profile of Stadiums Tasmania. Importantly, Stadiums Tasmania will continue to work with council to ensure the facility thrives as a local venue and regional asset.

- In September 2025, the council appointed Licht Architecture as the architectural consultant who has partnered with Chalmers Sport Architecture. Between the two firms, there is significant experience designing AFL facilities and strong consultation fundamentals.
- The Tasmanian Government, through the Department of State Growth, will continue to work with the council and key stakeholders to deliver important infrastructure upgrades that supports the attraction of elite content and improves the facility for continued use by community sport organisations.

**Actuals – Financial Year (actual expenditure)**

Title	2023-24 (1 July 2023- 30 June 2024)	2024-25 (1 July 2024- 30 June 2025)
Dial Park – planning		\$500,000

**Budget – Financial Year**

Title	2025-26 Budget	2026-27 Forward Estimate	2027-28 Forward Estimate	2028-29 Forward Estimate
Dial Park – construction	\$7,500,000	\$6,000,000		

## Background

- In 2022, the Tasmanian Government committed \$25 million to enhance the spectator and participant infrastructure at Dial Park. The upgrades were to be managed by Stadiums Tasmania who were to assume ownership of Dial Park.
- In March 2025, it was announced that Dial Park would not transfer to Stadiums Tasmania as the primary use of the venue is at community level. Instead, the council will continue to own and manage the venue, including delivery of the planned upgrades.
- During 2024-25, \$500,000 was allocated to progress planning for the project. From this an allocation of \$25,000 was made to Stadiums Tasmania to obtain a Building Condition and Facility Gap Analysis Report.
- \$475,000 has been allocated to the council to develop a masterplan and inform the project scope. The grant deed has been executed and an instalment of \$125,000 has been paid.
- The 2024-25 State Budget confirms the remaining \$13.5 million in funding for Dial Park, which will be provided through a separate grant deed to deliver on the agreed scope of works. State Growth will manage the grant deed and support the council, where appropriate, with the delivery of this initiative.
- The remaining \$11 million has been reinvested to deliver to improve several other sporting facilities supporting both elite content as well as community participation across the State, with:
  - an additional \$5.8 million for the Devonport Sports Oval Project
  - \$4 million to bring the Silverdome up to NBL standard
  - \$1.2m funding for projects such as the Penguin Sports and Services Club, the King Island Bowls Club, Taroona Bowls Club, Port Sorell Bowls Club and the Valley Road Regional Football Facility.
- Council will be investing \$30,000 in in-kind funds for stage one of Dial Park, and it will employ a dedicated project manager using some of the grant funding to achieve Stage 2 outcomes.
- The Dial Park redevelopment aims to transform the facility to meet AFL Category 4 Guidelines, plus:
  - enable the attraction of state and national level sporting competition
  - support regional development and event hosting by delivering infrastructure capable of accommodating large crowds and multi-day events
  - undertake strategic planning for the broader Dial Regional Sports Complex area to deliver a range of benefits to the Central Coast community
  - maintain and enhance community use of Dial Park, including improving accessibility.

- To support the transition of responsibility for the Dial Park initiative and acknowledge prior stakeholder involvement, State Growth and the council convened a stakeholder meeting in May 2025 following earlier funding updates from the Minister.
- The meeting confirmed revised responsibilities, clarified the adjusted funding focus, and sought feedback on priorities considering the reduced budget.
- Although some stakeholders expressed disappointment, the discussion was constructive. High-level priorities were provided to the council, with work provided by State Growth to develop a project scope. These included improvements aligned with AFL Category 4 requirements, as well as potential upgrades subject to funding availability.
- Stakeholders have since been briefed on the revised scope and funding reduction. Notably, the Penguin Football Club expressed concern over the decision not to construct facilities on Oval B, impacting cricket and school users.
- A Project Working Group has been formed, consisting of the Tasmanian Football Club, AFL Tasmania, North West Football League, Penguin Football Club and the Penguin Cricket Club.
- The first Project Working Group meeting occurred on 9 October, where the consultants shared progress to date, findings from their investigations, and sought to be guided on what the group sees as the preferred design option from the three available.
- Council has provided a high-level timeframe for the delivery of the project and makes a range of assumptions on the issuing of planning and building permits and project will remain in budget and no value management process will be required.
  - Detailed Design January 2026-August 2026
  - Development Application Lodged March 2026
  - Building Permit Lodged July 2026
  - Tender for construction advertised September 2026
  - Council meeting to appoint building contractor November 2026
  - Construction period January 2027- November 2028
  - Handover December 2028.

# Budget Estimates 2025-26

## Minister for Sport

Output Group: 5 - Cultural and Tourism  
Development

Output: 5.6 Sport and Recreation

## Glenorchy Pool

### Talking Points

- The Tasmanian Government supports and invests in sport and active recreation to build healthier and more active communities.
- We recognise the significant benefits gained from physical activity through sport and active recreation with this improving physical and mental health and building community connectedness and social skills.
- The Tasmanian Government remains committed to delivering high-quality and strategically planned sport and active recreation initiatives to encourage physical activity among Tasmanians.
- Our commitment was demonstrated during the 2024 State Election, where the Tasmanian Government committed \$5 million to the Glenorchy City Council to fund repairs required to reopen the Glenorchy War Memorial Pool.
- Hutchinson Builders have been engaged to complete the required works, and the full allocation of funding has been paid to the Council.

### Actuals – Financial Year (actual expenditure)

Title	2023-24 (1 July 2023- 30 June 2024)	2024-25 (1 July 2024- 30 June 2025)
Glenorchy Pool		\$5,000,000

# Background

- The Tasmanian Government committed \$5 million to the Glenorchy City Council to fund the repairs required to repair and reopen the Glenorchy War Memorial Pool.
- The Grant Deed was executed on 3 December 2024.
- The funding was paid in two equal instalments of \$2.5 million.
  - Instalment 1 was paid on 9 December 2024 upon execution of the Grant Deed and provision of a Project Plan.
  - Instalment 2 was paid on 23 June 2025 following provision of the contract between the Recipient and contractor for the repairs and upgrades of the Glenorchy War Memorial Pool.
- The Glenorchy City Council has worked with aquatic engineers and specialist designers, creating a preliminary plan for repairing and upgrading the Glenorchy War Memorial Pool. This plan was used to design the project and prepare the documents needed for the tendering process.
- Council released two tender packages to engage contractors to undertake the required works. One for the amenity building and one for the pool works.
- Tenders opened on 1 February 2025 on the Glenorchy Tenderlink website and closed on 5 March 2025.
- Hutchinson Builders has been announced as the successful contractor for the works.
- Council is hoping to have the project complete for reopening at the start of Summer 2026.

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# Budget Estimates 2025-26

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Minister for Sport

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Output Group: Capital Investment Program

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## Glenorchy Sports Centre

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### Talking Points

- The Tasmanian Government has committed up to \$28 million towards the delivery of the new Glenorchy Sports Centre.
- The project delivers on the commitment to relocate the former community indoor multi-sport facility planned at Wilkinsons Point to a new location in the northern suburbs.
- The new sports centre will deliver four indoor multi-sport courts, at the entry to Claremont College, catering for basketball, netball, futsal, volleyball, badminton, pickleball and wheelchair sports.
- The facility includes three versatile multi-purpose spaces able to host meetings, events, and club activities.
- The location is well positioned near key transport routes, including the Inter-City Cycleway and the new Park and Ride facility currently under construction in Claremont.
- The new facility will extend the sports infrastructure available in Hobart's northern suburbs, complementing the Moonah Sports Centre and Creek Road netball facilities.
- A Development Application was lodged with the Glenorchy City Council (Planning Authority) on 31 March 2025, and following the public exhibition period an approved Planning Permit was issued on 14 July 2025.
- The centre's design is at 100% Detailed Design completion and has been developed in consultation with key user groups and stakeholders, including the former Premier's Disability Advisory Council.
- Key features of the centre include:

- four indoor multi-sport courts, inclusive of a dedicated show court.
- dedicated public and administrative areas, including a welcoming foyer, reception, office space and kiosk.
- modern change rooms and amenities, including first aid/wellbeing spaces, parent and sensory rooms, and a registered Changing Places facility.
- three multi-purpose meeting and event spaces, providing adaptable areas for gatherings and club activities.
- secure storage options for users, including standalone rooms, cages, and lockers.
- spectator seating for up to 600 patrons across fixed and portable arrangements, with approximately 300 dedicated seats to the show court.
- parking and transport facilities including:
  - 68 car parks, including three DDA-compliant spaces
  - two electric vehicle (EV) charging stations
  - dedicated drop-off and loading bay
  - motorbike parking and bike racks.
- The project was referred to the Parliamentary Standing Committee on Public Works on 7 May 2025 and attended the scheduled hearing on 30 October 2025.
- Early Market Engagement (EME) to support the Main Works Construction Request for Tender (RFT) was completed in July 2025, ahead of an anticipated RFT release date of Quarter 4, 2025.
- Construction is expected to begin in Quarter 1, 2026, with a construction timeframe of approximately 14 months.
- The project is expected to generate significant employment within the building industry during the construction phase, supporting jobs in civil

and structural engineering, site management, and skilled trades such as carpentry, plumbing, and electrical services.

**Actuals – Financial Year (actual expenditure)**

<b>Title</b>	<b>2023-24</b> <i>(1 July 2023-30 June 2024)</i>	<b>2024-25</b> <i>(1 July 2024-30 June 2025)</i>
Glenorchy Sports Centre	\$0	\$0.78m

**Budget – Financial Year**

<b>Title</b>	<b>2025-26</b> <b>Budget</b>	<b>2026-27</b> <b>Forward</b> <b>Estimate</b>	<b>2027-28</b> <b>Forward</b> <b>Estimate</b>	<b>2028-29</b> <b>Forward</b> <b>Estimate</b>
Glenorchy Sports Centre	\$8.58m	\$8.59m	\$10m	\$0

Released under RTI

## Background

- The Tasmanian Government committed \$49.7 million to develop a new community indoor multi-sport facility at Wilkinsons Point. On 10 May 2024, it was announced that the facility would not be developed at this site, and that three separate facilities would instead deliver new sporting infrastructure across the Brighton, Glenorchy, and Kingborough municipalities.
- The funding commitment includes an allocation of up to \$28 million for the new Glenorchy Sports Centre; \$15 million for the Tasmania JackJumpers High Performance Centre at the Kingborough Sports Precinct; and a \$2 million contribution to developing a proposed new gymnastics facility for the Hobart Gymnastics Academy in the Brighton municipality.
- The funding also includes committed expenditure for the former multi-sport facility at Wilkinsons Point, including site studies and planning fees; traffic impact studies, and design work to support the potential future realignment and upgrade of Loyd Road and the exit on Goodwood Road. Notably, the completed design work remains valuable for potential future use.
- The Department of State Growth, represented by Infrastructure Tasmania, Glenorchy City Council, and Active Tasmania assessed 17 potential sites for the community sports facility. S. 27

[REDACTED]

[REDACTED]

[REDACTED]

- On 3 November 2024, as the former Minister for Sports and Events, you announced the Glenorchy Sports Centre would be developed at the main entry to Claremont College, 61 Claremont Link Road, in the City of Glenorchy.
- The site is currently owned by the Department for Education, Children and Young People and the Department of State Growth is currently formalising the land and title transfer.
- A Project Steering Committee is overseeing the project, with members from Active Tasmania, Infrastructure Tasmania and the Glenorchy City Council supported by a dedicated project and consultant team.
- Infrastructure Tasmania within the Department of State Growth is responsible for delivering this new sports infrastructure.
- It is anticipated that the RFT to support the main construction works package will be released to the market in November 2025.

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## Budget Estimates 2025-26

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### Minister for Infrastructure and Transport

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Output Group: 2 - Infrastructure and  
Transport Services

Output: 2.3 Passenger Transport

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## Half Price Fares – Election Commitment

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### Talking Points

- From 1 July 2025 to 30 June 2026, all public transport bus and ferry fares continue to be halved.
- This is an extension of the half price fares initiative that ran from 1 June 2024 to 30 June 2025.
- Half price fares apply on general access services, fare-paying student services, the Derwent River Ferry and Area Connect regional public bus services.
- All fare-paying passengers benefit from the fare reduction, regardless of fare type or service used.
- Commercial services such as Ridesharing, taxis, Skybus, and the Bruny Island Ferry are not included in the fare reduction.

### Impact of Half Price Fares

- The Tasmanian Government halved fares to:
  - provide cost of living relief
  - reduce congestion
  - attract new public transport users.
- While boarding data from Metro Tasmania (Metro) shows that half-priced fares did not initially have a significant impact on the number of boardings on Metro services, the initiative has provided Tasmanians with cost-of-living relief.

- There is also evidence that the half price fares initiative is starting to encourage more Tasmanians to use public transport within our urban areas.
- Recent Metro boarding data show that Metro passenger numbers have only slightly increased statewide in the period January 2025 to June 2025 when compared to the same period in the previous year.
- The half price fares initiative has been very popular outside the urban area, where some longer distance services have seen increased patronage during the half price fare period. This has been observed especially during peak commuting times.
- For example:
  - Tassielink (which operates service in Evandale, Cressy, the East Coast, the Tasman Peninsula, Campania, the Huon Valley and the West Coast) reported a 45.4 per cent passenger number increase from January 2025 to June 2025 for all of their services, when comparing with the same period in the previous year.
  - Since May 2025, all Tassielink services, except the Burnie to Strahan service, have increased passenger numbers by over 50 per cent, when compared to the same period in 2024.
  - Passenger numbers on the Burnie to Strahan service have also increased during the same period, but not to the same extent.

## Funding

- \$14 million was allocated to fund this initiative from 1 June 2024 to 30 June 2025, with the funding being utilised to support public transport operators and offset the lower fare revenue collected.
- State Growth committed to ensuring that operators were fairly compensated and not financially disadvantaged by offering half price fares.

- School bus operators retain <sup>s.27</sup> per cent of their collected fare revenue, noting that the total collected is quite low on these services, while general access operators retain <sup>s.27</sup> per cent.
- Non-Metro Tasmania school and general access bus operators receive monthly top-up payments reimbursing them for all the fare revenue they did not collect and retain due to half price fares.
- Metro has a unique independent contracting model whereby it retains 100 per cent of the fare revenue it collects.
- Since June 2024 Metro has been provided with monthly top-up payments for lost fare revenue to ensure Metro is not negatively impacted financially due to half price fares.
- For the 2024-25 financial year \$8.71 million was expended on this commitment. This includes payment to operators for the 1 June to 30 June 2024 expenditure of this initiative, which was paid in the 2024-25 financial year.
- For the 2025-26 financial year \$9.489 million has been budgeted for this commitment. This is made up of:
  - \$4.25 million new funding in the Extend Half Price Bus Fares budget initiative
  - \$2.6 million of new funding in Output Group 2.2 Road User Services
  - \$2.639 million funding rolled over from the 2024-25 Half Price Fares Initiative in Output Group 2.2 Road User Services.
- Tasmanian public transport services are subsidised by the Tasmanian Government. The proportion of the subsidy varies, but prior to the introduction of half price fares, the average is around 85 per cent of the fare value.
- Fare revenue (typically about \$17 million per year) also contributes to the cost of providing services.

# Financial Data

## Actuals – Financial Year (actual expenditure)

Title	2023-24 (1 July 2023-30 June 2024)	2024-25 (1 July 2024-30 June 2025)
Half Price Fares	\$0	\$8.71 million

## Budget – Financial Year

Title	2025-26 Budget	2026-27 Forward Estimate	2027-28 Forward Estimate	2028-29 Forward Estimate
Extend Half Price Bus Fares	\$4.25 million	N/A	N/A	N/A
Output Group 2.2 Road User Services	\$5.239 million	N/A	N/A	N/A
<b>Total</b>	<b>\$9.489 million</b>	N/A	N/A	N/A

# Financial Data

## Actuals – Financial Year (actual expenditure)

Title	2023-24 (1 July 2023-30 June 2024)	2024-25 (1 July 2024-30 June 2025)
Half Price Fares	\$0	\$8.71 million

## Budget – Financial Year

Title	2025-26 Budget	2026-27 Forward Estimate	2027-28 Forward Estimate	2028-29 Forward Estimate
Extend Half Price Bus Fares	\$4.25 million	N/A	N/A	N/A
Output Group 2.2 Road User Services	\$5.239 million	N/A	N/A	N/A
<b>Total</b>	<b>\$9.489 million</b>	N/A	N/A	N/A

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# Budget Estimates 2025-26

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Minister for Sport

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Output Group: Capital Investment Program

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## Northern Suburbs Community Recreation Hub

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### Talking Points

- The site at 316-320 Invermay Road, Mowbray, is being transformed into Tasmania's largest multipurpose community sporting and recreation facility.
- When complete, Stage 2 of the Northern Suburbs Community Recreation Hub (the Hub) will provide more than 10,000 square metres of indoor space as well as outdoor activity areas, creating a safe, modern and inclusive place for the whole community.
- The Hub has been designed to respond to Launceston's shortage of sporting facilities. It will deliver: four designated indoor courts for netball and other sports when not in use by netball (operated by the Northern Tasmania Netball Association) and three additional flexible multi-use courts (operated by the PCYC North formerly known as Launceston PCYC) for basketball, volleyball and other sporting and recreational activities to address the current shortfall of sporting facilities in Launceston.
- Beyond the courts, the Hub will offer a rock climbing wall, gym, boxing and weightlifting spaces, an outdoor activity area, and a dedicated gymnastics space catering for toddlers through to adults (also operated by the PCYC North).
- The Hub will also feature a café, commercial kitchen, grandstand seating, change rooms, and on-site parking, making it a comfortable place for players, families, and visitors. Importantly, there will also be an engagement space, education, and counselling areas, as well as flexible spaces able to host up to 800 people.

- The Hub will connect directly with Mowbray Heights Primary School, strengthening links between sport, learning and community life.
- Main works construction began in June 2024 and is scheduled for completion in early 2026. As at 13 October 2025, overall project construction is 74 per cent complete.
- On 14 September 2025, I as Minister for Sport announced a revised strategy for delivering additional indoor courts in Northern Tasmania.
- Instead of investing \$21.5 million into redeveloping Elphin Sports Centre (ESC), \$18.86 million will be reappropriated to fund the Stage 3 Hub Expansion. This will deliver four new indoor courts, increasing the Hub's usable indoor space by about 4,600sqm to approximately 15,000sqm.
- The remaining \$2.7 million will fund partial building and accessibility upgrades at ESC, managed as a separate project by the department.
- This staged plan, endorsed by the Tasmanian Government, balances community needs, cost-effectiveness, and long-term sustainability and is based on advice regarding budget constraints, timelines and site limitations, with ongoing engagement with key stakeholders to ensure the best outcomes for sporting communities.
- Infrastructure Tasmania is currently progressing pre-design services and schematic design, following the government's expansion decision to ensure seamless integration with the Hub project currently under construction.

### **Jobs/Investment created**

- The project is already creating significant employment opportunities during the construction phase and will continue to do so once the facility is operational. To date, Vos Construction and Joinery has inducted 354 workers to the site, with numbers continuing to grow as work progresses into the fit-out stage. Around five apprenticeships have been created during Stage 2, with ten apprentices currently working on site and gaining valuable skills and experience.

## Management and operational model

- Active Tasmania, within the Department of State Growth, is progressing the development of the Hub's management and operational model. Engagement with PCYC North and the Northern Tasmania Netball Association, identified as key tenants from the outset, has helped shape the design of the Hub. At the same time, the Tasmanian Government is committed to ensuring equitable access for all user groups, so that the Hub delivers benefits as widely as possible across the community.
- When complete, the Hub will encourage people of all ages and abilities to take part in social and physical activity. It will support local sporting and community organisations to expand their programs, provide safe and positive alternatives for young people, create jobs and training pathways, and become a welcoming place for the whole community to come together.

Released under RIA

**Table 1 Actuals – Financial Year (actual expenditure)**

<b>Title</b>	<b>21-22 and prior</b>	<b>22-23</b>	<b>23-24</b>	<b>24-25</b>	<b>Total</b>
<b>Tasmanian Government</b>	0	0	3.33m	11.67m	15.00m
<b>Australian Government</b>	2.0m	2.0m	2.0m	2.44m	8.44m
<b>*CoL</b>	0	*0.7m	*0.4m	0	1.1m
<b>Total</b>	<b>2.0</b>	<b>2.7m</b>	<b>5.73m</b>	<b>14.1m</b>	<b>24.54m</b>

\*CoL managed initial Asbestos Containing Material remediation for saw tool roof at a cost of \$696,507. Balance of \$1.1m CoL contribution (\$403,493) was transferred to DSG for project costs and has been fully expended in 2023/24 financial year.

**Table 2 Budget – Financial Year**

<b>Title</b>	<b>2025-26 Budget</b>	<b>2026-27 Forward Estimate</b>	<b>2027-28 Forward Estimate</b>	<b>2028-29 Forward Estimate</b>
Tasmanian Government	22.167m	9.2m		
Australian Government	6.554m	0		
<b>Total</b>	<b>28.722m</b>	<b>9.2m</b>		

## Background

- In 2019, the City of Launceston (CoL) released the My Place My Future report, as part of the Launceston City Deal, which identified several key unmet needs within the Northern Suburbs of the greater Launceston area. These needs included a community-based recreation centre that would be accessible to the whole community to utilise the facilities. This was later expanded to address a shortage of indoor sporting facilities in Launceston.
- As part of the Launceston City Deal, the development of a multi-purpose community facility in the northern suburbs was identified as a priority to help alleviate the undersupply of indoor sporting facilities, while also improving access to community, sport, and recreation infrastructure, programs, and opportunities.
- The CoL identified the preferred site at 316-320 Invermay Road, Mowbray as it met the required characteristics including central location, sufficient size and proximity to public transport and services. The site is a former industrial site which required remediation.
- The CoL engaged @leisure Planners to develop an initial business case and feasibility study for this project centred on the preferred site which was completed in 2018 and was used to secure Australian Government funding.
- The business case identified a clear need for a facility to encourage a wide range of people of all ages and abilities to participate in social and physical activity and programs and provide a place for community members to connect.
- In 2021, the Tasmanian Government completed the purchase of the 3.397 hectare site, located at 316-320 Invermay Road for \$1.65 million. Incidentally, the purchase price was the same price paid in 1990.
- Until the release of the 2023-24 State Budget the Tasmanian Government had not publicly committed any funding towards the Hub project. However, the project was highlighted in the Premier's State of the State address (2023).
- As part of the 2023/24 State Budget, the Tasmanian Government, committed \$27.5 million towards the planning, development and delivery of the Northern Suburbs Community Recreation Hub (the Hub). This commitment is in addition to Australian Government funding of \$15 million and a \$1.1 million contribution from the City of Launceston.
- The total budget for the project has been increased from \$43.6 million (Stages 1 and 2) to \$62.46 million (including Stage 3).
- Following an open tender process to procure a suitably qualified Architectural Consultant to undertake Design and Contract Management Services, Philp Lighton Architects (PLA) were appointed in December 2021.
- In January 2022, PLA commenced preliminary master planning for the site, in consultation with the working group including CoL, PCYC North, Northern Suburbs Community Centre and Communities, Sport and Recreation.
- In November 2022, the project was transferred to Infrastructure Tasmania for delivery.

- An early works contract was awarded to local Tasmanian firm Anstie Constructions Pty Ltd for a value of \$1,635,206 on 1 September 2023. This early works package incorporated demolition works, site remediation and limited services works, inclusive of additional latent conditions. These works began in September 2023 and concluded in February 2024.
- The main works contract was awarded to local Tasmanian firm Vos Construction for a value of \$31,648,130.20 on 16 May 2024 following an open and competitive tender process.
- For the Stage 3 Hub Expansion, PLA was engaged via a Limited Tendering Direct Sourcing approach to ensure a timely and seamless outcome. This procurement method was selected due to technical considerations, including interoperability and interchangeability with existing services. The engagement was approved at a total value of \$1,500,000 on 17 September 2025.
- Once operational, the Hub is expected to provide benefits and opportunities including;
  - children, families, and young people to meaningfully engage in community, sport, and recreation in an appropriate, friendly and safe public space
  - the increase in health and well-being and reduction in health risks and likelihood of entering the youth justice system
  - sporting, recreational, and educational programs for all, including vulnerable and those most at risk
  - a safe and supportive meeting place for people of all abilities to participate in programs and activities such as song and dance, indoor bowls, arts, and crafts
  - for young people to develop work skills to help them obtain meaningful employment and social support
  - ability to grow participation in sports, increase the depth of competition, and development of pathways to higher levels of competition
  - the further development of netball in Tasmania with the inclusion of courts and facilities operated by the Northern Tasmania Netball Association for local and junior national levels.
- Once completed, the Hub is estimated to generate use by over 200,000 people per annum.

## Management and Operation

- The Hub will be owned by the Department of State Growth and Active Tasmania within the department has assumed responsibility for the ownership and joint management of the facility. Active Tasmania has been progressing the operating and management models for the Hub and this process has identified a range of terms of agreement that need to be considered.
- **S. 27** [REDACTED]
  - **S. 27** [REDACTED]

- S. 27 [REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

- Significant negotiation has taken place with the lessees to finalise the terms of the agreements. The draft terms have been distributed for initial consideration. The Office of the Crown Solicitor is currently drafting a formal lease based on the draft terms.

- S. 27 [REDACTED]  
[REDACTED]

- To ensure the facility is maintained to a safe and quality standard, under the lease agreements the department will be responsible for statutory maintenance, grounds maintenance, pest control and security. This is likely to be in the vicinity of S. 27 [REDACTED]

s.27 [REDACTED]

- S. 27 [REDACTED]  
[REDACTED]  
[REDACTED]

- The agreements with the tenants will provide for an annual review of the rent fee and include an assessment of their financial and operational performance to determine their ability to further contribute to operating costs.

- S. 27 [REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

- Initial conversations on future operations and management of this extension to the Hub have taken place with the Launceston Basketball Association, Basketball Tasmania, PCYC North and NTNA. The intent is to have a similar lease agreement with the Launceston Basketball Association to that of the NTNA and PCYC North would continue to be the overall venue manager for the facility.

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# Budget Estimates 2025-26

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## Minister for Business, Industry and Resources

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Output Group: 1 – Industry and Business Growth

Output: 1.2 Business, Industry and Resources

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# Northern Suburbs Transit Corridor – Development Planning

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## Talking Points

- The Tasmanian Government is committed to revitalising the Northern Suburbs Transit Corridor (NSTC) in Hobart's northern suburbs to drive community, commercial, and residential growth.
- The Northern Suburbs Transit Corridor Growth Strategy highlights the role medium-density housing can fulfil in this part of the northern suburbs, adding social, affordable, and key worker housing, alongside mixed-use developments.
- The Growth Strategy identified key actions and next steps, including the development of a Corridor Plan to guide future land use changes, with a focus on increased public transport connectivity, open space access, housing supply and diversity, and local economic activity.
- The development of the Corridor Plan is being overseen by a steering committee, comprised of representatives of Hobart and Glenorchy City Councils, Homes Tasmania and the Department of State Growth, which has made \$500,000 available to fund the Corridor Plan.
- Community consultation, including engagement with landowners and residents will be undertaken as the Corridor Plan is developed.
- The development of the Corridor Plan is an important next step in the Tasmanian Government's plans to activate the transit corridor.

# Background

- **NOTE: A separate Budget Estimates Brief has been prepared for the Minister for Transport under output group 'Capital Investment Program' detailing the transport planning work on the NSTC and Rapid Bus Services.**
- The Hobart City Deal was signed in early 2019. It was a collaborative 10-year partnership involving the Australian and Tasmanian Governments, and the Clarence, Glenorchy, Hobart, and Kingborough Councils. The City Deal enabled this project to commence, but all the City Deals are now being wound-up.
- One of the key projects to arise includes plans to activate the Northern Suburbs Transit Corridor, which focuses on revitalising the unused railway corridor between Granton and Macquarie Point and surrounding land. This includes delivery of a cost-effective transport solution for the corridor.
- The Tasmanian Government's preferred transport mode for the NSTC is Rapid Buses. A Rapid Bus Network has the potential to deliver fast, frequent, high-quality public transport across Greater Hobart and stimulate urban renewal.
- The Department of State Growth is developing a Strategic Business Case to examine the benefits, costs and risks associated with a potential Rapid Bus Network. The NSTC Growth Strategy's focus is the four-kilometre stretch between the Glenorchy CBD and New Town and will guide planning and land use changes within a five-to-ten-minute walk of the corridor.
- The Growth Strategy was developed by COX Architecture in collaboration with Glenorchy and Hobart councils and was informed by engagement with local industry.
- A grant deed is being used to enable the City of Glenorchy to engage appropriately skilled personnel to assist it to develop the Corridor Plan. It is expected to be completed by 28 February 2027 and identify the planning mechanisms that will be needed by the councils and the government to help them realise their plans to activate the transit corridor.

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## Budget Estimates 2025-26

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Minister for Sport

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Output Group: Capital Investment Program

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# Tasmania JackJumpers High Performance Training Centre

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## Talking Points

- The construction of the JackJumpers High Performance Training Centre is progressing as part of the broader Kingborough Sports Precinct in Kingston.
- The new facility will support Tasmania's NBL team, the Tasmania JackJumpers, and the recently announced WNBL team.
- The JackJumpers High Performance Training Centre is being constructed on a parcel of land at 2 Twin Ovals Road, Kingston.
- The Department of State Growth, through Infrastructure Tasmania, is responsible for planning and delivering this project.
- The main works contract was awarded to Fairbrother for a value of \$13.3 million on 6 June 2025 following an open and competitive tender process.
- Construction commenced on 16 June 2025 with anticipated practical completion to be reached in mid-2026, ensuring the facility is ready for use ahead of the 2026-27 NBL season.
- The 3,365 square metre facility will include two courts (including a show court), gymnasium, physiotherapy and recovery areas (wet and dry), medical and rehabilitation facilities, coaches and players' change rooms for both teams, kitchen and lounge facilities, administration and meeting facilities, merchandise shop and players' lounge.
- Funding for the JackJumpers High Performance Training Centre was included in the 2024-25 Tasmanian Government Budget as part of the

\$49.7 million funding for the New Southern Tasmanian Sporting Facilities.

- Additional funding of \$5 million has been allocated in the 2025-26 State Budget to cover construction and non-construction costs, including contingency provisions, professional fees, utilities and project management.
- The project, across various phases, has and continues to generate employment within the building industry during the construction phase, including roles in architecture, civil and structural engineering, site management, and skilled trades such as carpentry, plumbing, and electrical work.

### **Community access and engagement**

- The complex needs of the JackJumpers and recently announced WNBL team have been considered throughout the design process to deliver a premier, contemporary, high-performance training facility that also enables community access.
- The new facility will provide development pathways for young players and enhance the broader Kingborough Sports Precinct as a premier hub for sport and recreation in the state.
- The facility will also help address the shortage of indoor sporting facilities in Hobart by freeing up court space currently used by the JackJumpers and permitting limited community access to the new facility.
- The Kingborough Council (Council) and JackJumpers are developing a community access and engagement plan that will clarify when, where and how the community will access the facility.

### **Land Sale Agreement**

- On 17 June 2024, Council unanimously passed a resolution to advertise its intent to dispose of land within the Kingborough Sports

Precinct to the government to facilitate the development of a High Performance Training Centre for the Tasmania JackJumpers.

- On 29 June 2024, Council, in accordance with the Local Government Act 1993, publicly put forward its notice of intention to dispose of land required to facilitate the development of the JackJumpers High Performance Training Centre.
- On 5 August 2024 Council, following the public exhibition of its notice of intent of disposal, unanimously passed a resolution to dispose of land at nil consideration within the Kingborough Sports Precinct to the government to facilitate the development of the High Performance Training Centre for the Tasmania JackJumpers.
- The department is progressing the formal transfer of ownership of the land from the Council. An interim Construction Access Lease Agreement between Council and the Crown is enabling development works to progress prior to finalising a Land Sale Agreement.

**Actuals – Financial Year (actual expenditure)**

<b>Title</b>	<b>2023-24</b> <i>(1 July 2023-30 June 2024)</i>	<b>2024-25</b> <i>(1 July 2024-30 June 2025)</i>
JackJumpers High Performance Training Centre	\$0	\$1.42m

**Budget – Financial Year**

<b>Title</b>	<b>2025-26</b> <b>Budget</b>	<b>2026-27</b> <b>Forward</b> <b>Estimate</b>	<b>2027-28</b> <b>Forward</b> <b>Estimate</b>	<b>2028-29</b> <b>Forward</b> <b>Estimate</b>
JackJumpers High Performance Training Centre	\$14.57m	\$2.96m	\$5.0m	

## Background

- The Tasmanian Government provided \$49.7 million, in 2024-25, for a new community multi-sports facility and high-performance centre for the Tasmania JackJumpers National Basketball League Team at Wilkinsons Point, Glenorchy. When the Government decided to move the JackJumpers from Wilkinsons Point to Kingston it allocated \$15 million for the HPC; \$28 million for a Glenorchy Sport Centre; and \$2 million towards a Gymnastics facility at Brighton. The remainder of the funding (approx. \$4.7 million) was for funds committed for design and approvals of the facility at Wilkinsons Point.
- An additional \$5 million for the JackJumpers High Performance Training Centre has been allocated in the 2025-26 State Budget to cover construction and non-construction costs, including contingency provisions, professional fees, utilities and project management. Thus, bringing the total project allocation to \$20 million.
- You, in your capacity as acting Minister for Sport and Events announced on 10 May 2024, that 'the Tasmanian Government is willing to progress the JackJumpers preference to build the High Performance Training Centre in Kingston', instead of Wilkinsons Point. This followed a public call for the high performance centre to be developed at Kingston by Christine Finnegan, CEO, JackJumpers.
- The project will provide dedicated high performance training facilities for Tasmania's NBL and WNBL teams.
- The new infrastructure will free up the existing court training space currently utilised by the JackJumpers and make the new facilities accessible to the community when not in use by the JackJumpers.
- The department is progressing the drafting of a Land Sale Agreement with Kingborough Council to enable the development on land currently owned by the Council. An interim Construction Access Lease Agreement between the Council and Crown is enabling development works to commence prior to finalising the Land Sale Agreement.
- The street address for the JackJumpers High Performance Training Centre is 2 Twin Ovals Road, Kingston, 7050.
- A direct source procurement of local architects, ARTAS, was undertaken recognising significant time, cost, and stakeholder management efficiencies in having them continue as Lead Architect on this project following from previous work undertaken for the development at Wilkinsons Point.
- The department, through Infrastructure Tasmania, has worked closely with the JackJumpers and Council to finalise the detailed design of the facility, including late design changes to accommodate the introduction of WNBL team. The design developed for Wilkinson's Point was used as much as practically possible to ensure consistency in design that was pre-established and accepted by the JackJumpers, provided for the technical knowledge established on the

project to date, enabled efficiency in the revised design process and enabled a more cost effective and accelerated outcome.

- The main works contract was awarded to Fairbrother on 6 June 2025 following an open tender process, at a construction cost (excluding any potential latent conditions and future variations) of \$13.3 million. Construction commenced on 16 June 2025 and is expected to be completed in mid-2026 ready for use ahead of the 2026-27 NBL season.
- At its meeting on 20 May 2025, the Project Steering Committee was advised by Christine Finnegan, Tasmania JackJumpers CEO, that the JackJumpers were in negotiations to secure a WNBL team/license, with the public announcement subsequently made on 19 August 2025
- On 1 August 2025, the JackJumpers requested design amendments to accommodate the introduction of WNBL team including:
  - floor layout changes to accommodate the additional coaching staff
  - additional external signage and internal colour palette updates
  - branding changes to gym equipment
  - additional court graphics.
- These changes were subsequently agreed and incorporated in the project.

## Key Milestones

Milestone Date	Task Description	Status
Q3 2024	Council approval to dispose land for the development	Completed
Q3 2024	Site due diligence investigation (geotechnical)	Completed
Q3 2024	Development Application lodged with Council	Completed
Q3 2024	Appointment of Lead Architect	Completed
Q3 2024	Schematic Design completed	Completed
Q4 2024	Public advertisement of Development Application	Completed
Q4 2024	Early Market Engagement with pre-qualified construction tenderers	Completed
Q4 2024	Development Application Approval	Completed
Q4 2024	Public Works Committee Approval	Completed
Q1 2025	Design Suitable for Tender	Completed
Q1 2025	Release Tender for Main Contract	Completed
Q2 2025	Main Contract Award	Completed
Q2 2025	Construction Commencement	Completed
Q2 2026	Construction Completion (Practical Completion)	Not yet commenced
Q2 2027	Defects Liability Period Expiry	Not yet commenced

# Budget Estimates 2025-26

## Minister for Infrastructure and Transport

### Output Group: Administered Expenses

## Transport Access Scheme

### Talking Points

- The Transport Access Scheme (TAS) assists people with a permanent and severe disability that restricts their mobility and impedes independent access.
- Membership of the TAS provides access to subsidised taxi travel, discounted registration and licensing concessions, access to parking spaces designated for people with a disability, and extended parking times.
- TAS is being progressively reviewed to shape a well-supported, sustainable, and enduring scheme for the most transport-disadvantaged Tasmanians with permanent and severe disabilities.
- The Tasmanian Government has allocated \$4,518,000 each year over the forward estimates to continue delivering this important support program.
- Total program expenditure in FY2024-25 was \$4,806,483.
- Table 1 shows key statistics as at 30 June 2025.

Table 1	30 June 2025
<b>Total membership</b>	33,481
<b>Disability parking permit holders</b>	31,300*
<b>Taxi Subsidy Smartcard holders</b>	14,376
○ Wheelchair reliant smartcard holders	1,460*
○ Non-wheelchair reliant smartcard holders	12916*

\*Indicates approximate figures. Exact figures unavailable 30 June 2025.

**Actuals – Financial Year (actual expenditure)**

<b>Title</b>	<b>2023-24 (1 July 2023- 30 June 2024)</b>	<b>2024-25 (1 July 2024- 30 June 2025)</b>
Transport Access Scheme	\$4,951,628	\$4,806,483
• <i>Disability Parking Permits component</i>	\$92,306	\$83,286
• <i>Taxi Subsidy Program component</i>	\$4,859,322	\$4,723,197

**Budget – Financial Year**

<b>Title</b>	<b>2025-26 Budget</b>	<b>2026-27 Forward Estimate</b>	<b>2027-28 Forward Estimate</b>	<b>2028-29 Forward Estimate</b>
Transport Access Scheme	\$4.518m	\$4.518m	\$4.518m	TBD

## Background

- The Transport Access Scheme (TAS) has three component programs:
  - Australian Disability Parking Permits (ADPPs),
  - discounts on registration and licence costs; and
  - subsidised taxi travel under the Taxi Subsidy Program (TSP).
- Members of TAS may be eligible for one or more component programs of TAS.
- The ADPP provides extended parking time in metered areas and authorisation to park in designated disability parking spaces.
- The Taxi Subsidy Program reduces the fare payable by the passenger at the time of travel. Taxi operators are subsequently reimbursed the subsidy component by the Department of State Growth.

## Transition to NDIS

- Under the transition to the National Disability Insurance Scheme (NDIS), the National Disability Insurance Agency (NDIA) is responsible for providing the reasonable and necessary supports a participant requires. This includes funding for taxi travel where the person's disability prevents them from travelling by other means.
- To assist the Australian Government, the Tasmanian Government provides continued access to taxi subsidies through the Taxi Subsidy Safety Net as an in-kind arrangement.
- The value of in-kind subsidy payments for safety net members in FY 2024-25 was \$1.1m. This cost is reimbursed to Tasmania.
- The Safety Net program was initially put in place until 30 June 2017 as adjustment assistance, however it has been extended repeatedly by agreement with the Australian Government to provide in kind supports from the jurisdiction while a transport policy for the NDIS is being developed.
- There were 2,403 members of the Taxi Subsidy Safety Net as at 30 June 2025.