



CITY OF HOBART

## AGENDA

The Hobart Workshop Committee Meeting  
Open Portion  
Monday, 14 April 2025  
at 4.00pm  
Lady Osborne Room



City of **HOBART**

## THE MISSION

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

## THE VALUES

**The Council is:**

<b>People</b>	We care about people – our community, our customers and colleagues.
<b>Teamwork</b>	We collaborate both within the organisation and with external stakeholders drawing on skills and expertise for the benefit of our community.
<b>Focus and Direction</b>	We have clear goals and plans to achieve sustainable social, environmental and economic outcomes for the Hobart community.
<b>Creativity and Innovation</b>	We embrace new approaches and continuously improve to achieve better outcomes for our community.
<b>Accountability</b>	We are transparent, work to high ethical and professional standards and are accountable for delivering outcomes for our community.

---

## **ORDER OF BUSINESS**

---

**Business listed on the agenda is to be conducted in the order in which it is set out, unless the committee by simple majority determines otherwise.**

### **APOLOGIES AND LEAVE OF ABSENCE**

<b>1. ACKNOWLEDGEMENT OF COUNTRY .....</b>	<b>4</b>
<b>2. CONFIRMATION OF MINUTES.....</b>	<b>4</b>
<b>3. CONSIDERATION OF SUPPLEMENTARY ITEMS .....</b>	<b>4</b>
<b>4. INDICATIONS OF PECUNIARY AND CONFLICTS OF INTEREST .....</b>	<b>5</b>
<b>5. TRANSFER OF AGENDA ITEMS.....</b>	<b>5</b>
<b>6. REPORTS .....</b>	<b>6</b>
6.1 Progress Update on the 2040 Climate Ready Hobart Strategy .....	6
6.2 Services Easements - TasNetworks - Rugby Park, New Town & Friends Park, West Hobart.....	16
<b>7. ITEMS FOR WORKSHOPPING .....</b>	<b>23</b>
7.1 Outdoor Dining Policy and Guidelines .....	23
<b>8. RESPONSES TO QUESTIONS WITHOUT NOTICE.....</b>	<b>36</b>
8.1 Tiny Houses .....	38
<b>9. QUESTIONS WITHOUT NOTICE .....</b>	<b>40</b>
<b>10. CLOSED PORTION OF THE MEETING.....</b>	<b>41</b>

**The Hobart Workshop Committee Meeting (Open Portion) held Monday,  
14 April 2025 at 4.00pm in the Lady Osborne Room.**

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

**APPOINTED MEMBERS**

Councillor L M Elliot (Chairperson)  
Deputy Lord Mayor Councillor Dr Z E Sherlock  
Councillor J L Kelly  
Alderman L A Bloomfield  
Councillor R J Posselt  
Councillor B Lohberger  
Councillor G H Kitsos

**Apologies:**

**Leave of Absence:** Nil.

**NOMINEE MEMBERS**

Lord Mayor Councillor A M Reynolds  
Alderman M Zucco  
Councillor W F Harvey  
Councillor M S C Dutta  
Councillor W N S Coats

**1. ACKNOWLEDGEMENT OF COUNTRY**

---

**2. CONFIRMATION OF MINUTES**

---

The minutes of the Open Portion of the Hobart Workshop Committee meeting held on [Monday, 24 March 2025](#), are submitted for confirming as an accurate record.

**3. CONSIDERATION OF SUPPLEMENTARY ITEMS**

---

Ref: Part 2, Regulation 8(6) of the *Local Government (Meeting Procedures) Regulations 2015*.

**Recommendation**

That the Committee resolve to deal with any supplementary items not appearing on the agenda, as reported by the Chief Executive Officer.

#### **4. INDICATIONS OF PECUNIARY AND CONFLICTS OF INTEREST**

---

Ref: Part 2, Regulation 8(7) of the *Local Government (Meeting Procedures) Regulations 2015*.

Members of the Committee are requested to indicate where they may have any pecuniary or conflict of interest in respect to any matter appearing on the agenda, or any supplementary item to the agenda, which the Committee has resolved to deal with.

#### **5. TRANSFER OF AGENDA ITEMS**

---

Regulation 15 of the *Local Government (Meeting Procedures) Regulations 2015*.

A Committee may close a part of a meeting to the public where a matter to be discussed falls within 15(2) of the above regulations.

In the event that the Committee transfer an item to the closed portion, the reasons for doing so should be stated.

Are there any items which should be transferred from this agenda to the closed portion of the agenda, or from the closed to the open portion of the agenda?

## **6. REPORTS**

---

### **6.1 Progress Update on the 2040 Climate Ready Hobart Strategy File Ref: F25/22897**

---

Report of the Climate Futures Lead and the Head of Executive Services of 7 April 2025 and attachments.

Delegation: Committee

**REPORT TITLE:                    PROGRESS UPDATE ON THE 2040 CLIMATE READY  
HOBART STRATEGY**

**REPORT PROVIDED BY:** Climate Futures Lead  
Head of Executive Services

## **1.     Report Summary and Key Issue**

- 1.1.    The purpose of this report is to provide Council with a progress update on the implementation of the *2040 Climate Ready Strategy*.
- 1.2.    The *2040 Climate Ready Strategy* is now at activation stage across the organisation and the community. Key priorities include:
  - Refreshing the internal climate governance;
  - Building climate capability;
  - Identifying and addressing gap areas;
  - Aligning organisational strategies and policies; and
  - Delivering initiatives to mobilise a climate ready Hobart.
- 1.3.    As an integrated roadmap responding to the climate and biodiversity emergency, the strategy requires the City to lead by example while mobilising community action.

## **2.     Recommendation**

***That:***

- 1.    *Council note the progress in implementation of the 2040 Climate Ready Hobart Strategy.***
- 2.    *Council note the Hobart Climate Risk Assessment Final Report, marked as Attachment A to this report, and endorse its release to be made available via the City of Hobart website.***

### 3. Discussion and Background

#### Progress

- 3.1. Since its endorsement in September 2024, a number of key achievements aligned to the strategy, have been made, including:
- **2024 Tasmanian PIA Award for Planning Excellence** – Recognised for Stakeholder Engagement through the Hobart Climate Assembly, with potential for a national award in May.
  - **Global Covenant of Mayors Compliance** – On track for global certification, announcement will be made in mid-2025 (*Priority 9 – Effective climate governance*).
  - **Hobart Climate Risk Assessment Finalised** – SGS Economics completed a comprehensive risk assessment report. This has informed the priorities of the Climate Ready Hobart Strategy and will shape implementation to build climate resilience. **Refer to Attachment A.** (*Goal 2 – Build climate resilience*).
  - **Refreshed Climate Governance** – A revised Climate Steering Committee is now in place that will guide and oversee the strategy's ongoing implementation, organisational alignment on climate change and provide advice to ELT (*Priority 9 – Effective Climate Governance*).
  - **Youth Climate Action Fund** - \$75,000 was distributed to ten youth-led climate projects, engaging 600+ citizens in adaptation activities. Round 2, has closed with assessment of applications underway, with grants available of up to \$7,500 to fund 18 projects in 2025. This initiative empowers young leaders to drive climate solutions while fostering long-term engagement in sustainability efforts. This initiative has been fully funded by Bloomberg Philanthropies (*Enabling Goal – Mobilise Hobart*).
  - **TasNetworks Community Battery**- A community battery is proposed to be installed in a reserve in South Hobart. Representing a co-investment of more than \$750,000 by TasNetworks and the Australian Government (ARENA), the community battery will be a valuable case study in the potential for community-based renewable energy solutions in the community. South Hobart was selected by TasNetworks due to high solar penetration, and a suitable site identified in conjunction with City of Hobart. TasNetworks are currently progressing the design and planning of the battery which will enable them to obtain the necessary statutory approvals. This is expected to include a planning permit process under the new planning scheme. Community sentiment has been largely positive (*Priority 2 – Zero Emissions Buildings & Energy*).



- **E-Bike Library:** \$20,000 has been secured through the Tasmanian Government Community Climate Change Action Grant program, to launch an e-bike library, beginning in April 2025. Over 150 people have already registered their interest to borrow one of the six bikes in the first few days of the program being launched on the 3 March 2025. The e-bike library allows anyone to borrow an e-bike for a limited time free-of-charge to trial it for their daily needs and help them decide if it works for them (*Priority 1 – Zero Emissions Transport*).
- 3.2. In addition to the above achievements, there are a number of new and emergent matters related to climate change, including:
- **2023-24 Climate Report – City of Hobart Emissions Inventory –** Progress has been made to reduce organisational emissions largely due to improved methane gas capture at McRobies Waste Facility. We are not currently on track to achieve our ‘Zero Emissions City of Hobart target to achieve a 75% reduction in organisational emissions by 2030 and zero by 2035’. This will require continued urgent action on reducing organics to landfill, methane capture as well as the phase out of fossil fuels. This will be addressed through implementation of the waste and climate strategies to meet these targets (*Priority 4 – Zero Emissions City of Hobart*). The emissions inventory can be accessed in the 2023-24 Annual Report page 52 and in **Attachment B**.
  - **Updated climate change factors for Australian Rainfall and Runoff -** Climate change factors are a factor applied to historic rainfall data to predict future events under increased temperature and rainfall expectations under climate change. These are also known as climate change projections or scenarios. Australian local governments use the factors in-house to apply to our stormwater and flood modelling, planning and development applications are also required to use this factor when doing their flood modelling and stormwater designs. The Australian Government’s standard body for stormwater, Australian Rainfall and Runoff, in conjunction with the Bureau of Meteorology have recently released new climate change factors that are significant in three ways:
    1. The language has been changed to require that climate change must be factored into engineering decisions, rather than the previous ‘may be’ factored in.
    2. The most likely to occur future scenarios have a significant increase in rainfall and runoff events compared to the factor currently in use.
    3. The factors have not been released as a single factor but as a suite of factors based on time of concentration, outcome year and climate change scenario. And advice has suggested that

selecting different factors for different uses / risk cases is an advisable way forward.

- It is envisaged that Council will be briefed at a future Hobart Workshop Committee regarding this matter.

### **2025 priority actions aligned to the 2040 Climate Ready Hobart Strategy**

3.3. As a climate leader for more than twenty years, there is significant effort embedded across the City of Hobart and the community to be climate ready. These efforts are predominately considered as a 'business-as-usual' activity and will be reported on as part of Capital City Strategic Planning and other key strategic processes. Priority actions as part of the strategy will address a new, emergent or climate-specific initiative that may be a campaign, program, policy or partnership in delivering a climate ready Hobart, including dedicated initiatives such as:

- **Climate Ready Hobart Campaign** - Launching in late 2025, this dedicated campaign is aimed at educating the community on transitioning away from fossil fuels and adapting to climate risks. By providing practical resources and expert guidance, the campaign will help households and businesses take meaningful climate action. (*Enabling Priority B – Building Capacity to Act*).
- **Climate Ready Leaders Forum** - An annual forum to assess progress, identify gaps, and foster meaningful and strategic partnerships towards a climate ready Hobart will be held in Q3 of 2025. The forum will bring together government, business, and community leaders to drive collaborative solutions and strengthen city-wide climate readiness (*Enabling Priority D – Fostering Collaboration & Collective Impact*).
- **Enabling the Electric Vehicle Transition** – Development of an EV policy to guide infrastructure development and align city-owned land with power access for future charging stations is being drafted and will be shared with Council in mid-2025. This policy will enable a smooth transition to electric transport by addressing key barriers such as accessibility and grid capacity (*Priority 1.3 – Enabling Electric Vehicle Transition*).
- **Electric Vehicle Fleet Transition** – A fleet transition plan is in development that will inform infrastructure investments and risk management, with a policy update for Council review. This transition will reduce operational emissions while positioning the City as a leader in sustainable transport (*Priority 4.2 – Transition Fleet to 100% Zero Emission Vehicles*).
- **Electrify Hobart Initiative** – 80% of Hobart community's emissions come from burning petrol, diesel and gas from cars, heating, ovens and stoves. Building on successful local government initiatives such as Electrify Merri-bek and Electrify 2515, this initiative will support

community electrification, replacing petrol, diesel, and gas with electric alternatives. This initiative is aligned to Priority 2.1 – Electrify Hobart and will promote energy efficiency and reduce household emissions by accelerating the adoption of clean technologies. This will complement the work of the Tasmanian government and other collaborators.

- **Zero Emissions Waste Innovation Track** – Currently underway, is the Bloomberg Philanthropies-backed initiative to enhance organic waste diversion. A set of solutions will be presented in Q3 to ELT. The program will identify innovative methods for waste reduction and methane capture, supporting circular economy principles (*Priority 3.2 – Divert Organic Waste*).
- **Zero emissions and procurement** – Work will commence on aligning the procurement strategy to priorities zero and low emissions products and services in late 2025 (*Priority 4.1 – Phase Out Fossil Fuels in City Operations*).
- **Urban Tree Strategy & Heat Risk Mapping** – A new strategy currently underway, will provide direction for urban tree canopy expansion. Urban heat mapping is being undertaken to prioritise canopy in heat impacts areas to avoid urban heat island effect. Expanding urban canopy cover will mitigate urban heat effects, enhance biodiversity, and improve community wellbeing (*Priority 5.2 – Invest in Green Infrastructure*).
- **Resilient Hobart** – The *Sparking Conversations, Igniting Action Bushfire Resilience* project concluded at the end of March 2025 due to the cessation of federal funding. A website has been developed and provides an ongoing resource to support community to build their understanding and resilience to bushfires. Building on the learnings of this project and the need to build resilience against all hazards (not just bushfire) in a changing climate, an ongoing 'Resilient Hobart' program has been proposed designed to engage directly with community to increase their capacity, connectiveness, emotional and mental preparedness so that they have the resilience to effectively respond to and recover from natural disasters (*Priority 7. Connected & Cohesive Community as well as the draft City for All Implementation Framework*).
- **Integrated Hazard Vulnerability Assessment Project** – Detailed flood model for the Hobart LGA is being developed that considers updated climate change factors. A partnership with UTAS is being explored to acquire debris flow modelling that considers how likelihood shifts under climate change, driven by more frequent heavy rainfall events. This project will help us to comprehensively understand Hobart's climate and disaster risk and establish a priority investment list of risk mitigation projects, ensuring a strategic approach to grant applications and infrastructure funding (*Priority 6. Climate Ready Built Environment*).

- **Strengthening Emergency Management capability** - Work is underway to strengthen the City's emergency management capability and climate risk governance. Implementation of the 2024 LGAT Emergency Management and Recovery Review recommendations is also progressing, with a focus on enhancing leadership, governance, and operational readiness. In addition, a special meeting of the Municipal Emergency Management Committee will be held on 30 April to explore lessons from recent catastrophic bushfires in Los Angeles and their relevance to Hobart. (*Priority 8. Disaster prepared and recovery ready*).
  - **Embedding climate in ordinary processes** – preliminary efforts have commenced to embed climate change into ordinary processes. Given the timing of the launch of the climate strategy, it was not possible to have a comprehensive approach applied in 2025/26 however is a priority to address in future budget cycles (*Priority 9. Effective climate governance*).
- 3.4. The *2040 Climate Ready Hobart* Strategy was endorsed in September 2024.
  - 3.5. The *2040 Climate Ready Hobart* Strategy is a comprehensive guide to what the City of Hobart and the community can do together to respond to the climate and biodiversity emergency.
  - 3.6. The strategy also responds to Council direction to have a more integrated and holistic approach to climate change in line with the urgency of the climate science.
  - 3.7. The City recognised early that responding to climate change was necessary to achieve a core function of local government, as defined in the Local Government Act 1993, 'to provide for the health, safety and welfare of the community'. In 1999, the City of Hobart became the first Tasmanian council to commit to climate action and started tracking organisational emissions.
  - 3.8. In the past five years, Council has recognised through a series of resolutions that more needs to be done by the City of Hobart to have a harmonised response across the organisation, to act with the urgency in line with the climate science, to meet growing community concerns and expectation as well as to reduce risk to the City of Hobart and the Hobart community.
  - 3.9. The *2040 Climate Ready Hobart* strategy sets out a clear direction for the City to lead by example and to enable the community act.
  - 3.10. Further, the strategy acknowledges that responding to climate change requires a shared responsibility. The strategy provides clear and measurable goals, targets and priorities for the City of Hobart and community.

- 3.11. The strategy will be complemented by five-year action plans to guide implementation to be assessed through the standard annual planning and budget process.

#### **4. Legal, Risk and Legislative Considerations**

- 4.1. Other than reputational and normal project management risk considerations, no specific legal, risk and legislative issues apply to the *2040 Climate Ready Hobart Strategy*. Ongoing reporting will be undertaken. The established internal steering group and executive leadership team will be responsible for overseeing implementation of the strategy.

#### **5. Strategic Planning and Policy Considerations**

- 5.1. The *2040 Climate Ready Hobart Strategy* is a top tier strategy to inform and deliver on the Capital City Strategic Plan. The key strategic outcomes supported by the strategy are:
  - 5.1.1. Outcome 6.4 Hobart is a leader on climate change moving toward a zero emissions and climate-resilient city.
  - 5.1.2. Outcome 8.1 Hobart is a city that is well governed that recognises the community as an active partner that informs decisions.
- 5.2. Climate change presents risks and opportunities against all strategic pillars and effective, coordinated action is central to achieve our mission.

#### **6. Financial and Economic Considerations**

- 6.1. Financial Considerations:
  - 6.1.1. Funding for initiatives contained in the *2040 Climate Ready Hobart Strategy* are being met from existing budget.
- 6.2. Impact on Future Years' Financial Result
  - 6.2.1. Any future initiatives identified through the *2040 Climate Ready Hobart Strategy* that require an additional budget allocation would be subject to the same budget considerations as any other program or project.

#### **7. Climate and Sustainability Considerations**

- 7.1. The activities listed support implementation of the *2040 Climate Ready Hobart Strategy*. The impact of these projects will help move toward the zero emissions and climate resilience goals of a climate ready Hobart.

## 8. Community and Business Engagement and Collaboration

- 8.1. The approach to collaboration with the community was an opportunity to apply the 2023 City of Hobart Community Engagement Framework to collaborate and empower the community in deliberation on a matter of concern.
- 8.2. In 2023 the City of Hobart embarked on an ambitious program to discover what, why and how people, businesses and communities are preparing for the impacts of climate change in Hobart.
- 8.3. The *2040 Climate Ready Hobart Strategy* provides the City of Hobart and Hobart community with:
  - Clear and measurable goals to track and report on progress priorities for responding to climate change;
  - A set of priorities for responding to climate change and making the biggest impact where it matters most;
  - Principles that guide decision making and utilisation of resources that are flexible and adaptable in the face of an uncertain future;
  - A clear way of bringing climate change priorities into one integrated strategy in a way that values nature, community, and economy;
  - An evidence-based approach that aligns with the climate science and with national and international standards on climate change;
  - A strategy that is guided by collaboration with the community and responds to the recommendations of the Hobart Climate Assembly; and
  - A roadmap to do our part locally to contribute to the United Nations Paris Agreement on climate change and the United Nations 2030 Sustainable Development Goals.
- 8.4. The vision and call to action of the strategy is for the City of Hobart and Hobart community to be climate ready.

## 9. Implementation and Communications Plan

- 9.1. How we communicate and engage with our community about climate change is central to building a climate ready Hobart. 'Mobilise Hobart' is an enabling goal across the strategy to emphasise the need for us to help the community to be informed and build capacity to take action.
- 9.2. The City of Hobart will lead a comprehensive communications campaign to encourage the community to get involved as well as initiate implementation of the strategy.

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




Jessica Robbins  
**CLIMATE FUTURES LEAD**



Laura Eaton  
**HEAD OF EXECUTIVE SERVICES**

Date: 7 April 2025  
File Reference: F25/22897

Attachment A: Hobart Climate Risk Assessment - Final Report (Supporting information) 

Attachment B: 2023-24 Annual Climate Report and Emissions Inventory - from Annual Report (Supporting information) 

**6.2 Services Easements - TasNetworks - Rugby Park, New Town & Friends Park, West Hobart**  
**File Ref: F25/22912**

---

Report of the Property Officer, Manager Legal and Corporate Governance and the Director Corporate Services of 9 April 2025 and attachments.

Delegation: Committee



**REPORT TITLE: SERVICES EASEMENTS - TASNETWORKS - RUGBY PARK, NEW TOWN & FRIENDS PARK, WEST HOBART**

**REPORT PROVIDED BY:** Property Officer  
Manager Legal and Corporate Governance  
Director Corporate Services

## **1. Report Summary and Key Issue**

- 1.1. The purpose of this report is to notify Council of two requests for easements from TasNetworks and seek Council's approval to grant the easements.
- 1.2. The first easement is to support the placement of underground electric cabling at Rugby Park to service TasWater's development at 10 Selfs Point Road as shown at **Attachment A**.
- 1.3. The second easement is to support the relocation of the substation located in Friends Park at 17 – 19 Mellifont Street, West Hobart as shown at **Attachment B**.
- 1.4. Council officers recommend that both easements be granted. Council officers also recommend that an appropriate delegation be made to the CEO to allow Council greater agility when responding to requests for infrastructure easements from public authorities.

## **2. Recommendation**

***That:***

- 1. The Council agree to grant TasNetworks an easement over part of Rugby Park, New Town as shown in black on the Easement Deed at Attachment A to this report.***
- 2. The Council agree to grant TasNetworks an easement over part of Friends Park, West Hobart as shown in the Easement Deed at to this report.***
- 3. The CEO be delegated authority to negotiate and finalise the terms and conditions of the easement and sign all necessary documents to grant the easements shown in the Easement Deeds at Attachment A and B to this report.***
- 4. The CEO be delegated authority to negotiate and agree the terms and conditions of any service easement requested by a public utility company including TasNetworks and TasWater, and to sign all necessary documents to grant such easements.***

### 3. Discussion and Background

#### Rugby Park Easement

- 3.1. In December 2024, Council officers attended a site visit at Rugby Park in New Town with representatives of TasWater, TasNetworks and Tasmanian Rugby Union Inc to discuss the placement of underground electrical cabling to service TasWater's redevelopment at 10 Selfs Point Road, New Town.
- 3.2. Locations at the site were limited due to the location of the proposed basketball stadium, Selfs Point Road and current Rugby Park infrastructure. Following feedback from the City's Sports and Recreation Team it was agreed in principle that the cabling would go in front of the Rugby Park clubhouse as shown in red on the image below. The full extent of the cabling and easement is shown in black on the plan at **Attachment A**.



- 3.3. Tasmanian Rugby Union Inc ("TRU"), the current tenant of Rugby Park, have agreed to the placement of the cabling. TRU nor Council have any plans for any redevelopment in the location of the proposed easement. The site of the proposed easement does not impact the location of the proposed basketball stadium, or any other current development plans

### Friends Park Easement

- 3.4. In September 2024, Council officers from the City of Hobart's Open Space Team attended a site visit at Friends Park on Mellifont Street, West Hobart with TasNetworks to discuss the proposed upgrade and relocation of the substation currently located in the park.
- 3.5. At the meeting a suitable position for the relocation of the substation was agreed in principle with input from Open Space Team. See **Attachment B** and the plan below for relocation details.



- 3.6. Council officers will require TasNetworks or their contractors rehabilitate the site of the existing substation.

## 4. Legal, Risk and Legislative Considerations

### Local Government Act 1993 (Tas)

- 4.1. Under Part 12, Division 1 of the Act Council approval is required in respect of any proposal to "sell, lease, donate, exchange or otherwise dispose of public land".
- 4.2. Council officers have received legal advice confirming these provisions of the *Local Government Act 1993 (Tas)* are ambiguous and that there is an argument that by creating that easement Council is not selling, donating, exchanging, or otherwise disposing of land currently held, they are creating a new property right. That being said, the overall intention of that part of the Act addresses dealings with public land held by Council and arguably provide checks and balances for any actions that would impact on public land held by Council.

- 4.3. However, Council needs to be able to respond effectively to public infrastructure proposals. Accordingly, it is proposed that Council take risks-based approach to the granting of easements with the CEO delegated authority to grant low risk service easements to public authorities while still requiring higher risk easements such as private rights of way being referred to Council.

*Electricity Supply Industry Act 1995 (Tas)*

- 4.4. Section 52 of the *Electricity Supply Industry Act 1995 (Tas)* grants TasNetworks powers to undertake certain works on public land with the agreement of the relevant authority for the public land. Such works include the laying and installation of electricity infrastructure as well as the maintenance and repair of that infrastructure.
- 4.5. However, s52 (5) of the *Electricity Supply Industry Act 1995 (Tas)* provides that the relevant authorities agreement is presumed if the work is classified by the regulations as being of minor environmental impact.
- 4.6. Regulation 8 of *Electricity Supply Industry Regulations 2018 (Tas)* provides that, amongst other things:
- 4.6.1. 'the laying, removal, repair, maintenance or modification of any underground cable for the distribution or transmission of electricity', and
- 4.6.2. 'the installation and erection of any substation or transformer associated with the distribution or supply of electricity'
- are classified as work of minor environmental impact. Accordingly, Council's agreement to undertake the works proposed by TasNetworks can be presumed.
- 4.7. Accordingly, TasNetworks has legislative powers to undertake the proposed works regardless of whether the easement is granted or not. On that basis the easements should be regarded as low risk and be approved by Council.
- 4.8. To date TasNetworks have been reluctant to rely on their legislative powers putting off work until easements are granted. Granting the easement will also provide a public benefit by allowing the infrastructure to be accurately documented on title.

## **5. Strategic Planning and Policy Considerations**

- 5.1. The proposal for the Friends Park substation relocation will ensure infrastructure that delivers electricity to West Hobart residents and businesses is kept up to date.
- 5.2. The proposal for the Rugby Park cabling will support the upgraded TasWater Selfs Point Sewage Treatment Plant.

## 6. Financial and Economic Considerations

- 6.1. Funding Source and Impact on Current Year Operating Result
  - 6.1.1. Documentation will be prepared and lodged by TasNetworks. The only cost to Council will be staff time in reviewing and signing off documents which is part of their normal duties. Accordingly, there will no impact on the current year operating budget.
- 6.2. Impact on Future Years' Financial Result
  - 6.2.1. There will no impact on the future years' operating budget.
- 6.3. Asset Related Implications
  - 6.3.1. Council land will have registered easements on title. This may limit how Council can use the impacted land. However, it will ensure Council and the public are aware of the location of the electrical infrastructure.
  - 6.3.2. The electrical infrastructure themselves will be owned and maintained by TasNetworks.

## 7. Community and Business Engagement and Collaboration

- 7.1. The current tenant of Rugby Park have been consulted with and have agreed to the location of the proposed easement.

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



Andrew Topfer  
**PROPERTY OFFICER**





Wes Young  
**MANAGER LEGAL AND CORPORATE GOVERNANCE**



Michael Reynolds  
**DIRECTOR CORPORATE SERVICES**

Date: 9 April 2025  
File Reference: F25/22912

Attachment A: Proposed Easement Deed - Rugby Park, New Town  
(Supporting information) 

Attachment B: Proposed Easement Deed - Friends Park, West Hobart  
(Supporting information) 

## **7. ITEMS FOR WORKSHOPPING**

---

The City of Hobart utilises the workshop forum as allowed under the *Local Government (Meeting Procedures) Regulations 2015* as a mechanism to receive information in relations to specific matter.

In accordance with the Terms of Reference of the Committee, any matter that is listed on the agenda for workshoping may not be the subject of a Committee decision, other than a resolution that the item be noted.

### **7.1 Outdoor Dining Policy and Guidelines** **File Ref: F25/23219**

---

Report of the Principal Advisor Design & Project Coordination - Placemaking, Manager Place Design, Sport and Recreation and the Director Strategic and Regulatory Services of 7 April 2025 and attachments.

Delegation: Not applicable



City of **HOBART**

## **MEMORANDUM: HOBART WORKSHOP COMMITTEE**

# **Outdoor Dining Policy and Guidelines**

### **1. PURPOSE**

This briefing paper outlines matters to be workshopped with Elected Members at the Hobart Workshop Committee on 14 April 2025.

The topics for workshop discussion at the Committee meeting includes:

- Proposed draft Outdoor Dining Policy and Guidelines.
- An implementation plan for these guidelines.
- Engagement with businesses and other key stakeholders.

As a reminder, the objectives of the proposed Policy and Guidelines are to:

- Improve footpath width and amenities.
- Improve footpath accessibility for all.
- Provide certainty to businesses when requesting for outdoor dining.
- Have clear enforcement rules.

### **2. COUNCIL DECISION MAKING CYCLE**

This matter was last discussed with Elected Members at a workshop on 2 December 2024.

Following the workshopping of this matter by Elected Members at the 14 April Hobart Workshop Committee, a report will be presented to a future Council meeting as detailed below.

### **3. BACKGROUND**

In 2015, 2016, and 2017, the Council (and its then Committees) considered several reports on the management of outdoor dining in Salamanca Place and in the wider City of Hobart area.

On 12 October 2015, the Council resolved (inter alia) the following:



“That:

*The General Manager be authorised to modify the management of commercial furniture and infrastructure on public footpaths towards a best practice model approach, where such furniture and signage is only permitted if it does not interfere with the safe and equitable movement of pedestrians along that public footpath, specifically:*

*Applications for new occupation licences for outdoor dining, or applications to install other private infrastructure on the Council managed footpaths, only be approved if the installation of that furniture or infrastructure would not obstruct the future maintenance of a clear pedestrian path adjacent to the property boundary, although in an area adjacent to other existing licensed areas, a licence may be granted for the area adjacent to the building line to avoid “weaving” of the pedestrian path.*

*Alternatively, a business may apply for the conversion of the parking spaces in front of their business into outdoor dining;(iv) In locations where footpath infrastructure is upgraded or renewed, existing occupation licence areas and signboards be relocated away from the building line following completion of the works.*

*A set of best practice guidelines for the placement of commercial furniture on public footpaths be developed similar, if not identical to, the City of Glen Eira model marked as Attachment A to item 9 of the Open City Infrastructure Committee agenda of 23 September 2015, which incorporates plain English, clear text and pictures to illustrate requirements.*

*A further report be prepared that identifies the how the Council may achieve a clear building line with minimum footpath widths in the future, in order to best satisfy the provision of an accessible path as required the Disability Discrimination Act 1992.”*

In accordance with the 2015 resolution, permitted areas for the placement of outdoor dining furniture and advertising signage have been relocated clear of building lines on upgraded footpaths including Liverpool Street, Morrison Street (Brooke to Murray Street), Salamanca Place, Augusta Road, and Sandy Bay Road, largely in line with these provisions.

On 2 December 2024, the draft Outdoor Dining Policy and Guidelines were presented to a Council Workshop, together with a draft implementation program, outlining a project plan to gradually move outdoor dining away from building line.

Additional information regarding the impact of on-street parking was requested by Elected Members as part of the workshop.

This sought further consideration of the proposal’s impact on existing curb-side uses (specifically parking) and footpath amenity. There was also a discussion at the Workshop regarding the attractiveness of the proposed arrangement to patrons, given the proximity near traffic movement.

Officers have since undertaken more detailed analysis of the potential impact of implementing the proposed Policy and Guidelines on street parking provision, which shows that this is less than previously anticipated.

In this context Officers have also further reviewed the City of Sydney approach to outdoor dining policy.

#### 4. KEY ISSUES AND OPPORTUNITIES

##### Footpaths

Hobart generally has narrow roads, which results in narrower footpaths compared to many other Australian cities.

Narrow footpaths limit outdoor dining opportunities, and in this context, it can be challenging to achieve alignment with national best practice accessibility standards.

There is also a reasonable expectation amongst Hobart businesses that they can trade as they have been for many years against the building line.

##### Access Considerations

At the time of the 2015 Council decision, the City's Access Advisory Committee strongly advocated that the City provide a clear and unobstructed 1.8 metres wide path of travel extending from the building line.

This is to facilitate the use of the building line as a reference point for navigation because it is generally a consistent and reliable feature of the environment. People who use a long cane can shoreline (a cane technique where individuals with low vision or blindness consistently check with cane that they are maintaining straight line of travel) the building line to maintain a consistent path and avoid hazards.

While it is understood that the Disability Discrimination Act is not proscriptive on the exact width or positioning of a 'continuous accessible path of travel along a footpath', the Australian Human Rights Commission (AHRC) states that:

*"A footpath should, as far as possible, allow for a continuous accessible path of travel so that people with a range of disabilities are able to use it without encountering barriers. Have a minimum clear width of at least 1.8 metres at the narrowest point and minimum clear height of 2 metres with nothing encroaching into that envelope."*

*Vision Australia which is Australia's largest provider of services to people who are blind, have low vision, or are deafblind recommends: "the implementation of best practice in this area to ensure a clear, unobstructed line of travel extending a minimum of 1.8m from the line of the building."*

The Road Safety Audit Tool for Pedestrians who are Vision Impaired developed by Victoria Walks, Vision Australia and Guide Dogs Victoria: "A clear footpath (minimum 1.8m wide) adjacent to the building line is important for people with vision impairment to remain oriented, locate shop entrances and avoid obstacles such as sandwich boards, café seating and utilities (which should be located next to the kerb)" and clear headroom of 2.2m should be maintained."

Taking account of the above advice, the proposed draft Outdoor Dining Policy and Guidelines currently reflect the application of the 1.8m minimum 'continuous accessible path of travel' away from the building line.

The draft Guidelines have been subject to peer review by consultants Access Institute, which confirmed the appropriateness of this approach.

### **Local Government Outdoor Dining Policy Review**

After reviewing other local government outdoor dining policies and guidelines, including the City of Glen Eira and the City of Port Phillip, it has been determined that most have adopted moving outdoor dining spaces away from the building line.

This includes the City of Launceston, Glenorchy City Council, City of Melbourne, City of Yarra, City of Glen Eira, plus what is understood to be many other Australian local governments.

The City of Sydney is currently the only local government that officers can identify that allows outdoor dining along the building line.

It is important to note that while the method adopted by the City of Sydney is seen by that organisation to be in line with the Disability Discrimination Act, it does not reflect the standards and approach endorsed by organisations representing people who are blind or have low vision, e.g., Vision Australia and Guide Dogs NSW.

### **Current Outdoor Dining in Hobart**

Hobart has many businesses that have outdoor dining along the building line, which was previously approved. This is a legacy issue. This legacy issue means that businesses may understandably be reluctant to change.

The City currently has no detailed guidelines for businesses that wish to establish outdoor dining. The lack of detailed guidance makes it harder for businesses to plan and implement a best practice approach to outdoor dining.

There are 139 businesses in the Hobart LGA that have outdoor dining. 75 businesses have outdoor dining *along* the building line, and 64 businesses have outdoor dining completely *away* from the building line.

Suburb	Number of businesses	Outdoor dining along building line*	Outdoor dining completely away from building line
Battery Point	25	15	10
Hobart	71	28	43
Lenah Valley	2	0	2
New Town	3	1	2
North Hobart	25	24	1
Sandy Bay	6	1	5
South Hobart	4	3	1
West Hobart	3	3	0
<b>Total</b>	<b>139</b>	<b>75</b>	<b>64</b>

*\*businesses have both outdoor dining along and away from building line are included in this category.*

### Draft Outdoor Dining Policy and Guidelines

The draft documents seek to achieve a minimum 1.8m wide clear path of travel along building line. Under most circumstances, a minimum footpath width of 3.3m is required if the footpath needs to accommodate a 1.8m wide clear path of travel along building line, a minimum 0.9m wide outdoor dining space, and 0.6m wide kerbside clearance next to a parking bay.

There are specific areas or streets that have additional provisions regarding the minimum width for a clear path of travel. Refer to the Draft Guidelines for detailed information.

### Further Audit and Analysis

Officers have conducted further detailed audits by measuring the width of individual footpaths on site and analysing the data to understand the impact on businesses and car parking.

To implement the requirements outlined in the draft Outdoor Dining Policy and Guidelines, the treatment of each location can be categorised in the following way:

- No changes to the current outdoor dining arrangement (no changes).
- Move the current outdoor dining to kerb side on existing footpath (move outdoor dining only).
- Move the current outdoor dining to kerb side with footpath extension (move outdoor dining with footpath extension).

**76 businesses** require no change to their current outdoor dining arrangement.

**28 businesses** would be required to move their current outdoor dining away from the building on the existing footpath, with no impact on parking.

**35 businesses would require footpath extensions** to accommodate moving their outdoor dining away from the building line.

This is significantly lower than the 89 businesses impacted reported previously to the December 2024 Elected Member Workshop.

Suburb	Number of businesses	No changes	Move outdoor dining only	Move outdoor dining with footpath extension
Battery Point	25	17	1	7
Hobart	71	49	14	8
Lenah Valley	2	2	0	0
New Town	3	2	0	1
North Hobart (dining strip)	18	1	11	6
North Hobart (upper Elizabeth St)	3	0	0	3
North Hobart (other)	4	0	1	3
Sandy Bay	6	5	1	0
South Hobart	4	0	0	4
West Hobart	3	0	0	3
<b>Total</b>	<b>139</b>	<b>76</b>	<b>28</b>	<b>35</b>

Officers have examined the impact on car parking space in those locations that require a footpath extension.

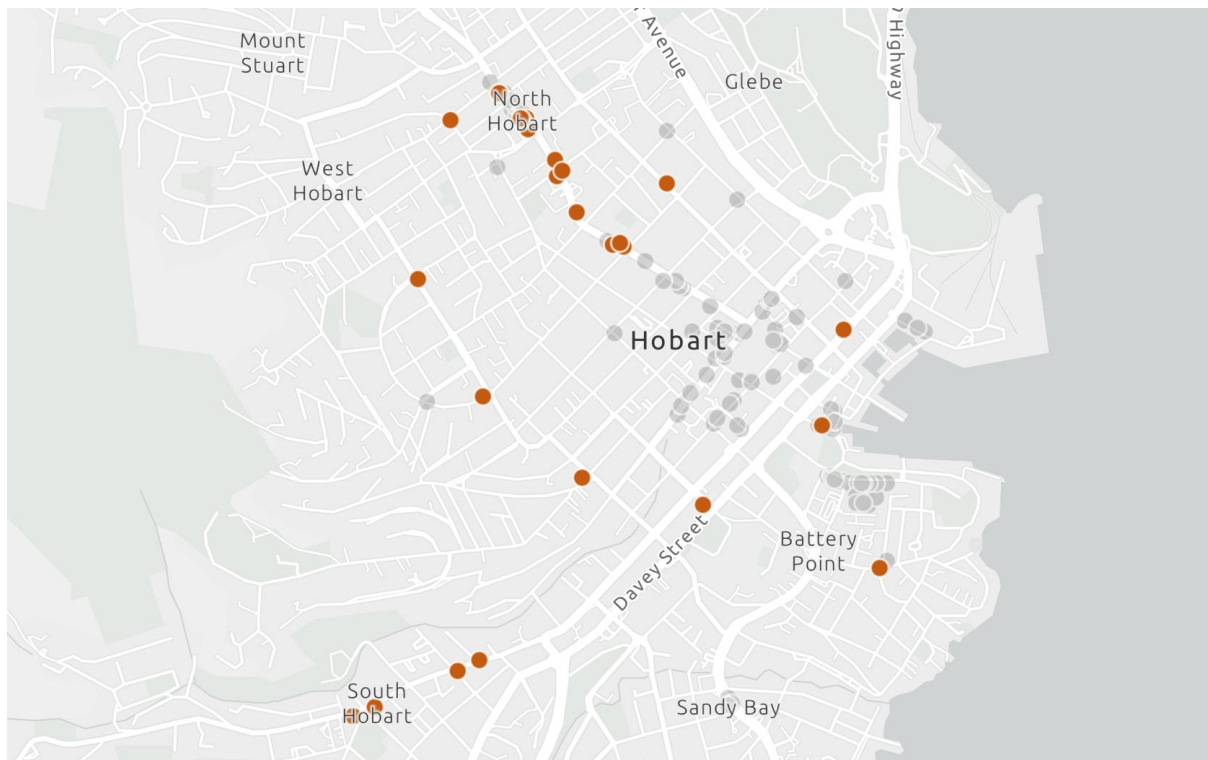
Officers have calculated that around 30 on-street parking spaces would need to be repurposed by extending the footpath width to accommodate moving outdoor dining away from the building line, in line with any future Council approved implementation plan.

Of these 30 parking spaces, 4 are metered, with 26 being time restricted only.

Here are the locations of the potentially impacted on-street parking by area:

Suburb	Number of impacted on-street parking spaces
Battery Point	2
Hobart	9
Lenah Valley	0
New Town	0
North Hobart (dining strip)	7
North Hobart (upper Elizabeth St)	4
North Hobart (other)	1
Sandy Bay	0
South Hobart	5
West Hobart	2
<b>Total</b>	<b>30</b>

The map below illustrates the impacted on-street parking locations.



### Further consideration of the City of Sydney model

Since the December 2024 Elected Member Workshop, Officers have further considered the City of Sydney's approach to maintaining outdoor dining along the building line.

Given the more refined real-world data collected, it is now understood that the actual impact of business locations is not as significant as previously anticipated.

Officers also note that the reputational risks are significant if the City does not implement the national best practice approach of keeping outdoor dining away from the building line, as per the Council's decision of 12 October 2015.

### Policy Alignment

This proposed approach would be in very strong alignment with key City of Hobart strategies and plans.

- **Pillar 2.2.5 of the Community Vision:** *"People with a disability are afforded the same opportunities to participate fully in community life, regardless of physical or mental capabilities."*
- **The Hobart Respects All** program which was established by the City of Hobart in 2019 to encourage and support the core Human Rights Principles of Freedom, Respect, Equality and Dignity.

- **Action.19 of the Hobart Transport Strategy 20204:** *“Involve the City’s Access Advisory Committee in ensuring all transport policies, programs, and projects can be actioned and implemented through the lens of equal access.”*
- **Strategy 12.1 of the Central Hobart Plan 2023:** *“Continue to plan for and support the provision of improved active travel (walking and micromobility) facilities that will support more people to move around the city using these modes.”*
- The City’s recently adopted **Parking and Kerbside Management Plan 2024**, which states: *“Parking space generates important income for the City of Hobart, which needs to be balanced against the access needs of all users and against other transport, place and liveability objectives.”*
- **DRAFT North Hobart Neighbourhood Plan (Structure Plan) - Objective 9:** *High quality walkways, footpaths, lanes, and streets, including new connections, and specifically: “Elizabeth Street will be upgraded to be a pedestrian-friendly street which supports local businesses. Streetscape upgrades and widened footpaths will provide space for compliant outdoor dining.”*
- **Battery Point Local Area Mobility Plan (LAMP):** *Streetscape Plan Options for Hampden Road.*

### **Possible Implementation Approach – For Workshop Discussion**

Given the reduced scope and impact of the project because most of the car parking impacts are not located in the CBD, Elected Members are asked to consider the staged implementation of a minimum 1.8m wide clear path of travel along building line, in line with the attached Policy and Guidelines.

**Officers recommend that the majority of these changes can be carefully staged in close consultation with traders over six months to five years**, with complex areas which bring with them significant potential impact on parking provision, being undertaken **only at the same time as urban/retail precinct upgrades or renewals**, similar to what has been undertaken in Sandy Bay, New Town and Lenah Valley.

The key focus and narrative of this project would be about investing in improving the City’s footpaths and public realm amenities for all users. This would bring with it more visible and comfortable outdoor dining areas for food and beverage businesses.

This work would also need to be undertaken in alignment with other projects, including renewal programs, as well as strategic urban design projects such as the Elizabeth Street Vision, which is a key deliverable within the Central Hobart Plan and the Battery Point Local Area Mobility Plan as endorsed by the Council.

Taking account of the findings gathered above, further, implementing the actions in the following sequence:

- **Stage 1:** Move the current outdoor dining to kerb side on existing footpath (28 businesses).
- **Stage 2:** Extending footpath width without any on-street car parking (10 businesses).
- **Stage 3:** Extending footpath width with some on-street car parking (25 businesses).

**Stage 1** would be delivered over six months from Council approval.

**Stage 2** would be delivered over **three to five years** as Capital Budget allocations allow.

This includes the area in Salamanca Place between Kennedy Lane and Silo Apartments, as well as those locations which would not impact ticketed or timed parking spaces.

This approach would bring with it improved trading areas for businesses, a separation of these spaces from the built heritage fabric of the precinct and a significantly improved pedestrian experience, including the application of the curb-less design used elsewhere in Salamanca Place. Here it is noted that currently pedestrians need to use part of the roadway to move around outdoor dining areas.

While **Stage 3** has been scoped, as it would focus on more complex locations, where there could be impacts on paid and ticketed parking spaces, it is considered that this stage should not be considered until Stages 1 and 2 have been delivered. Within this time Officers can further examine opportunities within these identified areas and precincts to address any issues associated with the proposed loss of on-street parking.

These locations would **only change as part of a wider street, urban or retail precinct upgrades**, as has occurred in Sandy Bay, Lenah Valley and New Town.

The areas included would be:

- Upper Elizabeth Street between the City and North Hobart (and part of the Elizabeth Street Vision project).
- Hampden Road as part of the implementation of the Battery Point LAMP.
- North Hobart Dining Strip as part of the implementation of the North Hobart Neighbourhood (Structure) Plan.
- South Hobart.



## 5. FINANCIAL CONSIDERATIONS

Establishing clear guidelines and policy settings will reduce the staff resources required for evaluating and managing outdoor dining applications and approvals.

The increased emphasis on monitoring and compliance will necessitate some reallocation of existing resources, but in general, the overall impact on staff resources will remain neutral.

Delivering Stage 1 requires no CAPEX investment.

A detailed budget estimate will be developed and included as part of final report to the Council to deliver Stage 2.

Stage 3 will be the subject of a future Council decision, and the financial considerations are not included in this report.

## 6. COMMUNITY ENGAGEMENT / COMMUNICATION

In the preparation of the draft Policy and Guidelines, the City Placemaking team have engaged the City's Compliance, Roads, Transport, Development Appraisal (Heritage), Welcome Pad (Salamanca Market), and Cleansing and Solid Waste Units.

All feedback received to date has been incorporated into the attached draft Outdoor Dining Policy and Guidelines.

Specific engagement was undertaken with the City's Access Advisory Committee at a special meeting on 27 March 2024. A summary of the Committee's comments and suggestions includes:

- The Committee was generally very supportive of the Policy and Guidelines, and particularly the provisions for a consistent line of pedestrian travel.
- The need for general access advice in the Guidelines on the placement of prams and mobility aids so that these do not impact on the pedestrian area or the safe operation of the outdoor dining area.
- This could be extended to include advice that signs, service counters, planters, animal water bowls, hand sanitisers, or other obstructions should not be installed on or along the property line, and that these also not protrude into the pedestrian area under a minimum height of 2.2 metres.
- Lighting provision is important in the context of outdoor dining, given that deaf people may need adequate light conditions for signing or lip read.
- For those people with low vision, lighting can sometimes cause glare and vision issues, but well designed and adequate lighting can facilitate the use of scanners and other aids to assist with menu 'reading'.
- The need for instructions in the Guidelines that traders must ensure that customers are not moving chairs etc outside of the designated outdoor dining area.
- That outdoor dining areas need to be defined by means of in-ground markers.

The further additional findings, analysis, and drawings will be circulated to the City's Parking, Road, Transport, and Access Units for their comments.

It is proposed to engage the relevant stakeholders and general public on the draft Outdoor Dining Policy and Guidelines in the following sequence:

- i. Engagement with current outdoor dining traders and other business groups.
- ii. Engagement with the City's Access Advisory Committee and the wider community.

A communications plan would be developed to support the roll-out of the new Guidelines once finalised.

## 7. NEXT STEP

The following steps are proposed to progress the Policy and Guidelines:

- i. A further report be presented to the Council seeking endorsement of the draft Policy and Guidelines and Implementation Plan for community engagement.
- ii. Engagement with current outdoor dining traders and other business groups.
- iii. Other stakeholder engagement, including with the City's Access Advisory Committee.
- iv. Further consideration by the City Transport, Place and Wellbeing and City Economy Committees.
- v. A report will then be presented to ELT and then full Council detailing the results of the engagement process and seeking formal approval of the proposed Policy and Guidelines and Implementation Plan.

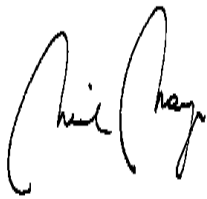
*As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.*



Qian Pei Choi  
**PRINCIPAL ADVISOR DESIGN &  
PROJECT COORDINATION -  
PLACEMAKING**



Philip Holliday  
**MANAGER PLACE DESIGN, SPORT  
AND RECREATION**



Neil Noye  
**DIRECTOR STRATEGIC AND  
REGULATORY SERVICES**

Date: 7 April 2025  
File Reference: F25/23219

Attachment A: DRAFT Outdoor Dining Policy (Supporting information) 

Attachment B: DRAFT Outdoor Dining Guidelines (Supporting information) 

**8. RESPONSES TO QUESTIONS WITHOUT NOTICE**

---

Regulation 29(3) *Local Government (Meeting Procedures) Regulations 2015*.  
File Ref: 13-1-10

**The Chief Executive Officer reports:-**

“In accordance with the procedures approved in respect to Questions Without Notice, the following responses to questions taken on notice are provided to the Committee for information.

The Committee is reminded that in accordance with Regulation 29(3) of the *Local Government (Meeting Procedures) Regulations 2015*, the Chairperson is not to allow discussion or debate on either the question or the response.”

***RECOMMENDATION***

*That the following responses to questions without notice be received and noted.*

Regulation 29(3) *Local Government (Meeting Procedures) Regulations 2015*.  
File Ref: 13-1-10

**The Chief Executive Officer reports:-**

“In accordance with the procedures approved in respect to Questions Without Notice, the following responses to questions taken on notice are provided to the Committee for information.

The Committee is reminded that in accordance with Regulation 29(3) of the *Local Government (Meeting Procedures) Regulations 2015*, the Chairperson is not to allow discussion or debate on either the question or the response.”

***RECOMMENDATION***

*That the following responses to questions without notice be received and noted.*

**8.1 Tiny Houses**

---

Memorandum of the Director Strategic and Regulatory Services of 9  
April 2025



City of **HOBART**

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

## **TINY HOUSES**

**Meeting: Hobart Workshop Committee**

**Meeting date: 17 March 2025**

**Raised by: Cr Harvey**

**Question:**

How can 'tiny houses' be recognised as permanent dwellings?

**Response:**

A 'tiny house' is not a defined term under the planning scheme, so if a self-identified 'tiny house' is proposed to Council it will be assessed as a permanent dwelling provided it meets the planning criteria for a dwelling.

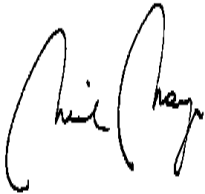
The criteria for a dwelling are as follows:

- Building or part of a building;
- Used as a self-contained residence;
- Includes food preparation facilities, a bath or shower, laundry facilities, a toilet and sink

There will also be the requirement of determining parking for the dwelling, private open space and stormwater drainage from the structure part of the planning assessment. There is no requirement that this be on wheels or fixed to the ground.

To be recognised as a permanent dwelling under the *Building Act 2016*, a tiny house must comply with the requirements of the National Construction Code (see **attached** Regulatory Note published by CBOS which provided information on the building and plumbing regulatory requirements for tiny houses and Fact Sheet)

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



Neil Noye  
**DIRECTOR STRATEGIC AND  
REGULATORY SERVICES**

Date: 9 April 2025  
File Reference: F25/15553; 13-1-10

Attachment A: CBOS Regulatory Note - Tiny Houses (Supporting information)



Attachment B: CBOS Fact Sheet - Tiny Homes, Studio Pods and Granny Flats  
(Supporting information) 

## **9. QUESTIONS WITHOUT NOTICE**

---

Regulation 29 of the *Local Government (Meeting Procedures) Regulations 2015*.  
File Ref: 13-1-10

1. A councillor at a meeting may ask a question without notice –
  - (a) of the chairperson; or
  - (b) through the chairperson, of –
    - (i) another councillor; or
    - (ii) the chief executive officer.
2. In putting a question without notice at a meeting, a councillor must not –
  - (a) offer an argument or opinion; or
  - (b) draw any inferences or make any imputations – except so far as maybe necessary to explain the question.
3. The chairperson of a meeting must not permit any debate of a question without notice or its answer.
4. The chairperson, councillor or chief executive officer who is asked a question without notice at a meeting may decline to answer the question.
5. The chairperson of a meeting may refuse to accept a question without notice if it does not relate to the activities of the council.
6. Questions without notice, and any answers to those questions, are not required to be recorded in the minutes of the meeting.
7. The chairperson of a meeting may require a councillor to put a question without notice in writing.



## **10. CLOSED PORTION OF THE MEETING**

---

### **RECOMMENDATION**

That the Committee resolve by majority that the meeting be closed to the public pursuant to regulation 15(1) of the *Local Government (Meeting Procedures) Regulations 2015* because the items included on the closed agenda contain the following matters:

- The potential sale or acquisition of land
- Minutes of a Closed Committee meeting

The following items are listed for discussion:-

Item No. 1	Minutes of the last meeting of the Closed Portion of the Committee Meeting
Item No. 2	Consideration of supplementary items to the agenda
Item No. 3	Indications of pecuniary and conflicts of interest
Item No. 4	Items for Workshopping
Item No. 4.1	Potential Consolidation of Council Office Staff Accommodation LG(MP)R 15(2)(f)
Item No. 5	Questions Without Notice