



CITY OF HOBART

AGENDA

The Hobart Workshop Committee Meeting
Open Portion
Monday, 8 December 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:

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

ELECTED MEMBER COMMITMENTS

Respectful and Cooperative Behaviour	We will treat each other, staff, and stakeholders respectfully, fostering a collaborative environment.
Conduct and media use	We will advocate using transparent, evidence-based arguments, respect majority decisions, avoid public criticism of employees, and maintain workplace safety by refraining from harmful communication.
Objective, evidence-based communication:	Our discussions and advocacy are grounded in reliable, shared evidence, avoiding personal attacks and promoting respectful debate before public commentary.
Roles and responsibilities:	We recognise our duty to represent our community while being accountable, engaging in critical debate and holding others to account respectfully.

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

1. ACKNOWLEDGEMENT OF COUNTRY	4
2. CONFIRMATION OF MINUTES.....	4
3. CONSIDERATION OF SUPPLEMENTARY ITEMS	4
4. INDICATIONS OF CONFLICTS OF INTEREST	5
5. TRANSFER OF AGENDA ITEMS.....	5
6. REPORTS OF SPECIAL COMMITTEES.....	6
6.1 City Economy Committee	6
6.2 Place and Wellbeing Committee.....	9
7. ITEMS FOR WORKSHOPPING	12
7.1 Cornelian Bay Track Management	12
8. QUESTIONS WITHOUT NOTICE	22
9. CLOSED PORTION OF THE MEETING.....	23

**The Hobart Workshop Committee Meeting (Open Portion) held Monday,
8 December 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).

COMMITTEE MEMBERS:

Alderman M Zucco (Chairperson)
Deputy Lord Mayor Councillor Dr Z E Sherlock
Councillor J L Kelly
Councillor L M Elliot
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
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, 1 December 2025](#), are submitted for confirming as an accurate record.

3. CONSIDERATION OF SUPPLEMENTARY ITEMS

Ref: Part 2, Regulation 10(7) of the *Local Government (Meeting Procedures) Regulations 2025*.

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 CONFLICTS OF INTEREST

Ref: Part 2, Regulation 10(8) of the *Local Government (Meeting Procedures) Regulations 2025*.

Members of the Committee are requested to indicate where they may have, or are likely to have, interest in the agenda.

5. TRANSFER OF AGENDA ITEMS

Regulation 17 of the *Local Government (Meeting Procedures) Regulations 2025*.

A Committee may close a part of a meeting to the public where a matter to be discussed falls within 17(2) of the above regulations.

In the event that the Committee transfers 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 OF SPECIAL COMMITTEES

6.1 City Economy Committee **File Ref: F25/87080**

Report of the Director Community and Economic Development of 27
November 2025 and attachments.

Delegation: Committee

**MEMORANDUM: HOBART WORKSHOP COMMITTEE****City Economy Committee**

The purpose of this report is to inform the Hobart Workshop Committee of the outcomes of the City Economy Meeting held on 14/10/2025.

At the meeting, the Committee focused on the following matters:

- Community Safety where the committee discussed and shared their thoughts on a proposal that was going to a Council workshop to introduce a Safer Hobart Officers Program.
- Innovation Precinct - the Director Community and Economic Development provided members with a presentation about Hobart's Innovation Precinct, including where it is and its boundaries, the benefits of having an innovation precinct and how having an innovation precinct can benefit the City's businesses and economy.
- The Creative City Strategy where members were asked to provide feedback on the following three questions: What are the opportunities going forward for the City? What are the challenges that the City faces? What information does the business community need to properly appreciate the benefit of a creative city?

The Committee was also given an update on:

- Economic Development Events that were planned or had occurred since July 2025 to the end of December 2025; and
- What is happening in the Night-time Economy space including plans for Christmas 2025.

RECOMMENDATION

That the Hobart Workshop Committee receive and note the minutes of the City Economy Committee of 14 October 2025, marked as attachment A.

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.



Ben Artup
**DIRECTOR COMMUNITY AND
ECONOMIC DEVELOPMENT**

Date: 27 November 2025
File Reference: F25/87080

Attachment A: City Economy Committee - Minutes - 14/10/2025 (Supporting information) 

6.2 Place and Wellbeing Committee
File Ref: F25/87082

Report of the Head of Executive Services of 27 November 2025 and attachments.

Delegation: Committee

**MEMORANDUM: HOBART WORKSHOP COMMITTEE****Place and Wellbeing Committee**

The purpose of this report is to inform the Hobart Workshop Committee of the outcomes of the Place and Wellbeing Committee meeting held on 2 September 2025

At the meeting, the Committee focussed on the following matters:

- The Health and Wellbeing Strategy Project – the Committee noted the planning undertaken, data that is to be collected and community engagement planned. The Committee is keen to contribute throughout the development of the 'Health and Wellbeing Strategy' and be involved at various stages of the strategy's development so that their contribution is meaningful.
- City For All Implementation Framework Draft, the committee noted the actions to be delivered and recommended that responsibilities for actions be outlined in the document, success metrics be included in the document and a to include in the strategy a matrix of how external groups involved work and interact.

The committee was also given an update on the Strategic Land Use Planning.

RECOMMENDATION


That the Hobart Workshop Committee receive and note the minutes of the Place and Wellbeing Committee of 2 September 2025, marked as attachment A.

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.



Laura Eaton
HEAD OF EXECUTIVE SERVICES

Date: 27 November 2025
File Reference: F25/87082

Attachment A: Place and Wellbeing Committee - Minutes - 2 September 2025
(Supporting information) 

7. ITEMS FOR WORKSHOPPING

The City of Hobart utilises the workshop forum as allowed under the *Local Government (Meeting Procedures) Regulations 2025* 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 workshopping may not be the subject of a Committee decision, other than a resolution that the item be noted.

7.1 Cornelian Bay Track Management **File Ref: F25/77762**

Report of the Program Leader - Bushland, Manager Open Space and Director Infrastructure and Assets of 3 December 2025 and attachments.

REPORT TITLE: CORNELIAN BAY TRACK MANAGEMENT

REPORT PROVIDED BY: Program Leader - Bushland
Manager Open Space
Director Infrastructure and Assets

1. Report Summary and Key Issue

- 1.1. This report responds the Council resolution of 28 January 2025, in response to a notice of motion, for the Council to investigate various management options for a degraded section of walking track located on Royal Tasmanian Botanical Gardens (RTBG) land.
- 1.2. A report was presented to Council for consideration at its meeting of 29 September 2025. The item was deferred to a Hobart Workshop Committee meeting for further consideration.
- 1.3. A three hundred metre section of gravel track has been closed by the RTBG (inclusive of 100m of direct water edge track). The Council currently has no legal or management responsibility for this section.
- 1.4. This report presents information on this section of the Cornelian Bay Track's current condition, management issues and options.
- 1.5. The track closure is currently preventing sanctioned through-access at the RTBG end of a popular bushland track that runs from the Cornelian Bay boatsheds to the intercity cycleway and a nearby entrance to the RTBG (refer Figure 1).
- 1.6. The report examines the nature and extent of the track damage that has led to the RTBG closing this section of the track. It outlines a range of response options, including estimated costs and issues associated with transferring land ownership from the RTBG to the City.
- 1.7. The report presents information on estimated costs to the City (up front capital and ongoing operational maintenance), community impacts, practical implementation, sustainable infrastructure and reputational risk.
- 1.8. The key issue to resolve is to determine Council's preferred position from the range of available management options. Due to the highly dynamic water edge location and with climate change effects likely exacerbating erosive factors, it is recommended to strategically retreat (in line with other local and state government policy around the nation) and create a new rail crossing as outlined in the recommendation below.
- 1.9. Stakeholder engagement and technical assessments informed the recommended option for the damaged Cornelian Bay Track, balancing community access preferences, operational feasibility, and future costs; RTBG (landowner) supports the option and will rehabilitate the decommissioned section, while input was gathered from TasRail, Aboriginal Heritage Tasmania, New Town Community Association, and local users through meetings, correspondence, and heritage searches.

2. Workshop Purpose

- 2.1. For the Council to provide feedback on the proposed relocation of the existing rail crossing 300 metres to the north to establish a direct connection between the City of Hobart–owned and managed section of the Cornelian Bay bushland gravel track and the Intercity Cycleway, as illustrated in Figure 1.
- 2.2. Consideration of the project costs, estimated to be \$35,000, being funded through the capital works program contingency funding.
- 2.3. The Council appetite to decline any management responsibility for the existing track located on the Royal Tasmanian Botanical Gardens land.

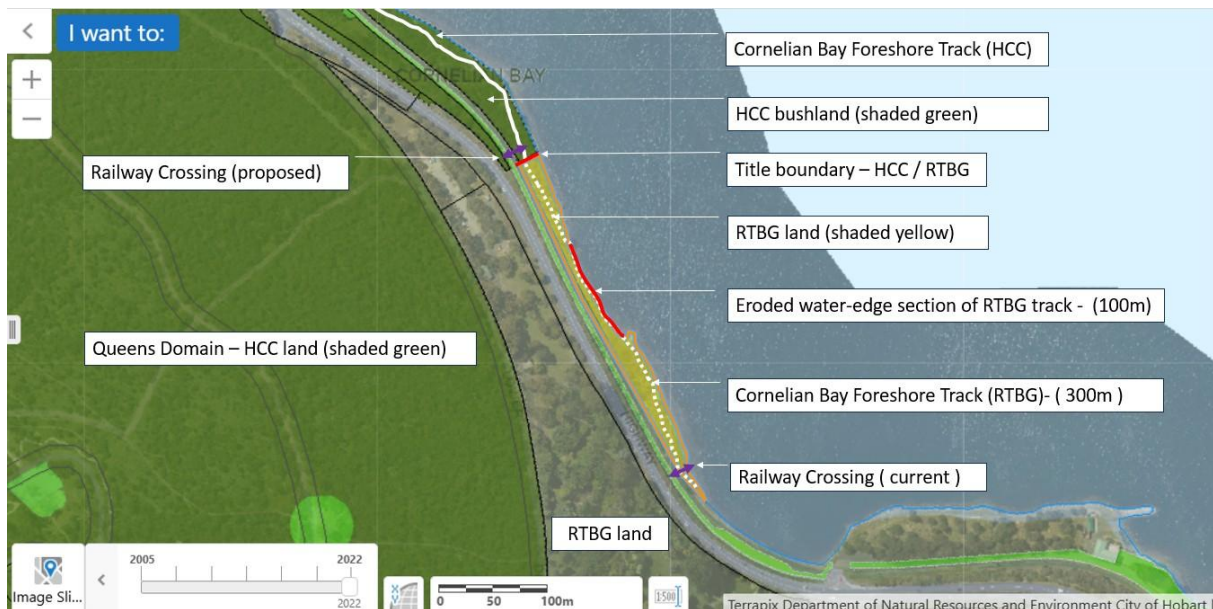


Figure 1 - site, location & land tenure of the Cornelian Bay track on RTBG land.

3. Discussion and Background

- 3.1. The Cornelian Bay Foreshore Track is a valued public recreational asset that contributes to visitor experience and the continuity of the broader track network along the River Derwent. Maintaining public access in general proximity to this section of foreshore is desirable.
- 3.2. A 100-metre section of the track has suffered damage from water-edge erosion. This damaged portion is located on Royal Tasmanian Botanical Gardens (RTBG) land. In November 2024, RTBG decided to close their section of the track from the title boundary due to safety / public liability concerns. The City does not own or have a licence agreement to maintain this section of track. As such, any investigation or remedial action requires RTBG's permission and cooperation.



- 3.3. In response to the Council resolution, City Officers undertook a comprehensive review of the situation, considering:
- Track condition assessment
 - Land tenure
 - Heritage and legal implications
 - Environmental conditions at the river's edge
 - Infrastructure requirements / scope of work for each option
 - Estimated costs
- 3.4. A range of options were explored and are as follows:
- 3.4.1. **Option 1:** Shift the rail crossing to a location directly accessible from the section of the Cornelian Bay Track located on City land (**recommended**).
- 3.4.2. **Option 2:** RTBG retain land and decommission the track, removing public access and creating a dead end.
- 3.4.3. **Option 3:** RTBG retain land, lower service level to a Class 4 track, with signage, reducing maintenance expectations.
- 3.4.4. **Option 4:** RTBG retain land and lease or license a track corridor to the City, requiring the City to fund repair and maintenance of the track.
- 3.4.5. **Option 5:** RTBG transfers ownership of the entire parcel of waterfront land to the City, thereby assigning full control, responsibility, and all future management costs of the land to the City.
- 3.5. City officers evaluated each option against assessment criteria including cost to the City, community impact, ease of implementation, long-term sustainability and reputational risk. For a more detailed breakdown of these options refer to **Attachment A**.
- 3.6. Shifting the rail crossing to connect directly with the gravel bushland track on City owned land is recommended because it maintains through-access at the lowest up-front and ongoing cost (Option 1). This

approach provides a practical solution to restoring safe and continuous public access along the foreshore.

- 3.7. This solution retains public access along 900 m (75%) of the existing gravel bushland foreshore track before crossing the railway line to the intercity cycleway 300 metres to the north of the existing crossing.
- 3.8. Among the alternatives considered, this option represents the least physical development impacts in an area with significant registered aboriginal heritage sites. Shifting the rail crossing also does not require any land transfer, legal arrangements or ongoing maintenance costs of a track directly on the water-edge of a fragile / eroding foreshore subject to escalating impacts from climate change.
- 3.9. Shifting the rail crossing is recommended as the most viable as it offers the best outcome in terms of least up-front and ongoing costs to Council, community impact, long-term sustainability, ease of implementation and reputational risk.

4. Legal, Risk and Legislative Considerations

- 4.1. The track in question is located on RTBG land (which includes the 100 metre section of eroded / degraded section of gravel track right on the water edge that is currently closed).
- 4.2. The City is under no obligation to assist or take on future management costs or responsibility.
- 4.3. According to the City's records, the construction of a 1 km gravelled walking track linking Cornelian Bay to the Royal Tasmanian Botanical Gardens (RTBG) occurred in the mid-1980s as a joint project between the City and other stakeholders including various State Government Departments as part of a larger beautification along the railway line from the Cenotaph to Cornelian Bay. There does not appear to be a historical land use agreement in place.
- 4.4. The RTBG advises that in the late 1990s, it was determined that the property was owned by the RTBG. Since its installation in the 1990s, no significant upgrades have been made to the track.
- 4.5. There is no formal agreement in place between the City and the Royal Tasmanian Botanical Gardens (RTBG) regarding the management of the section of track in question located on RTBG land. Current practice is that vegetation along this part of the track is managed by the RTBG. City Officers have not been managing this section of track based on the understanding that this area does not fall under the City's jurisdiction (we have no management responsibility for it).
- 4.6. In the absence of a lease, licence, or other formal arrangement with the City, responsibility for the track lies with the landowner, which in this case is the RTBG.

- 4.7. The Cornelian Bay foreshore contains many significant Aboriginal heritage sites which place important constraints on any track maintenance or infrastructure solutions. Any proposed development is subject to approval by Aboriginal Heritage Tasmania (AHT). This section of foreshore and the RTBG parcel of land contains registered Aboriginal sites with significant shell midden material, which means that any ground disturbance requires an approved Aboriginal Heritage Permit issued by AHT.
- 4.8. Due to the highly dynamic water edge location, it is recommended to retreat from the direct water edge which is consistent with local and state government policy around the nation.
- 4.9. In the longer term there is a remote possibility that the entire track from the boatsheds may ultimately need to be decommissioned. A 70m long raised timber walkway along the Cornelian Bay Foreshore track close to boatshed end has slumped. A recent level 2 engineering condition assessment has recommended a low impact pinning solution to correct and stabilise the slumping. This is promising but still pending approval from the AHT Council meeting set for 31 October.
- 4.10. The rail corridor is owned by TasRail, and shifting the crossing requires a formal proposal to be submitted to their Property Department for consideration. TasRail Officers have visited the site and advised they have no objections to shifting the rail crossing (i.e. they have provided in-principal approval).
- 4.11. Advice has also been sort from the statutory planning, heritage and property areas of the Council regarding the feasibility of RTBG transferring the land to the City.
- 4.12. Preliminary advice from the City's Statutory Planning area is that the transfer of land would not require any permits or approvals under the planning scheme.
 - 4.12.1. No subdivision is required for the proposed land transfer, and there appear to be no restrictions under the planning scheme related to heritage listings that would affect the transfer. The heritage provisions apply to areas where development is proposed, and do not impact the transfer of land in this instance.
 - 4.12.2. RTBG (11 Lower Domain Road) is a heritage listed place under the planning scheme and on the Tasmanian Heritage Register (State), however the parcel of foreshore land in question is not listed.
 - 4.12.3. Preliminary advice from the City's Heritage area is that the property is located within the Queens Domain Foreshore Local Historic Landscape Precinct, which is a heritage overlay identified in the planning scheme.

4.12.4. The Queens Domain Cultural Heritage Management Plan outlines strategies for protecting and managing the area's rich cultural heritage. The plan includes Cultural Landscape Management Guidelines relating to the foreshore that state:

1. No further intensification of use or fragmentation should occur along the Queens Domain foreshore.
2. The natural geometry of the foreshore should be (i) preserved and (ii) rehabilitated where appropriate, using locally provenanced indigenous shrubs and small trees.

5. Strategic Planning and Policy Considerations

- 5.1. Maintaining public access in general proximity to this section of foreshore is considered strategically desirable to link Cornelian Bay with an entry point of the RTBG. However, this can still be achieved by shifting the rail crossing and using 300 metres of Intercity Cycleway instead.
- 5.2. The Queens Domain Master Plan 2013 includes a specific recommendation to enhance connectivity between the Cornelian Bay Walk and the RTBG. The plan states: *“Complete the Cornelian Bay Walk through to the former RTBG rail platform and on to the intersection with the slip road to the old ANM shed site.”* This objective was realised when the existing rail crossing was installed in 2014–2015, to physically link the gravel bushland track to the RTBG entry via the intercity cycleway.
- 5.3. The Royal Tasmanian Botanical Gardens Strategic Master Plan 2009 identifies improvements to access across the Lower Domain Highway, stated as a “new pedestrian link to Cornelian Bay Walk”. The Master Plan also identifies development and rehabilitation of this foreshore land to form part of the Garden’s collection and showcase Tasmanian riparian species.
- 5.4. Alignment with Capital City Strategic Plan 2023:
 - 5.4.1. Pillar 5 Movement and Connectivity, 5.2.7 *Develop, upgrade and maintain the City’s network of roads, bridges, cycleways, footpaths and walkways to ensure they are safe, accessible and sustainable.*
 - 5.4.2. Pillar: 6 Natural Environment, 6.5.4 *Develop and enhance the network of walking, cycling, mountain biking and other recreational tracks and trails throughout the City’s open space network.*
 - 5.4.3. Pillar 6 Natural Environment, 6.5.2 *Ensure recreational use of the City’s bushland is managed for the benefit of future generations while minimizing impact on natural values.*

- 5.4.4. Pillar 4 City Economies, 4.4.7 *Develop and maintain visitor services and tourism Infrastructure in partnership with key stakeholders and government agencies.*

6. Financial Viability

6.1. Financial Considerations:

	2025-26	2026-27	2027-28	2028-29
	\$'000	\$'000	\$'000	\$'000
Revenue	n/a			
Existing Revenue				
Additional Revenue				
Total Revenue				
Expenditure				
Operating	0			
Capital (recommended option)	35			
Total Expenditure	35			
Net Cost				

- 6.1.1. To respond to the Council resolution, \$35,000 of capital funding is required to complete the proposed works.

- 6.1.2. To enable these works to be carried out in 2025-26 and in consultation with the Chief Financial Officer, it is proposed that funding from the capital works contingency fund be used. The balance of the contingency fund is \$191,273 (at 22 September 2025). Therefore, funding is available.

- 6.1.3. The allocation of the capital works contingency funds towards this project will prioritise this work for delivery in 2025-26.

6.2. City Economy Strategy:

- 6.2.1. This proposal aligns to the following strategic priorities listed in the City of Hobart Economic Strategy 2023-2028 namely:

3.4 Advocate for infrastructure which is strategically important to the city and the region including cultural, transport and community infrastructure.

7. Climate and Sustainability Considerations

- 7.1.1. The track is located directly on the edge of the River Derwent which is subject to floods, tides, regular wash from river vessels and wind events. These factors cause degradation of any built assets and will only be exacerbated by climate change impacts.
- 7.1.2. Due to the highly dynamic water edge location and with climate change effects likely exacerbating erosive factors, it is recommended to strategically retreat from the section on the immediate water line edge (in line with other local and state government policy around the nation).

- 7.1.3. Retreating involves only a 15-metre set back from the existing direct water edge track. Providing an alternate rail crossing point to the Intercity Cycleway 300 metres to the north of existing crossing is a more sustainable and lower cost long term option.

8. Community and Business Engagement and Collaboration

- 8.1. The RTBG have confirmed in writing that they support the recommended option. The recommended option creates safe access but does not require any agreement as the parties will continue managing their own land. The RTBG have advised that they will rehabilitate / plant out the section of the decommissioned track.
- 8.2. The community of track users has advocated for continued access along the closed section of track.
- 8.3. Engagement with stakeholders has informed the recommended course of action regarding the damaged section of the Cornelian Bay Track. The needs and preferences of relevant parties were considered in the investigations, and the officer recommendation attempts to resolve the tension between community preferences, operational feasibility and future operating costs.
- 8.4. The RTBG are the landowner of the affected track section.
- 8.5. The following stakeholders were identified as having an interest in the proposal:
- 8.5.1. TasRail – Owner of the rail corridor adjacent to the track.
 - 8.5.2. Aboriginal Heritage Tasmania - Ensures that development and land use activities are conducted in a way that respects and preserves Aboriginal cultural values.
 - 8.5.3. New Town Community Association – Representing local residents and community interests.
 - 8.5.4. Local community members – Users of the track and surrounding foreshore area.
- 8.6. Site meetings, correspondence and technical assessments were carried out. Key interactions included:
- 8.6.1. RTBG – Both the Director and the Infrastructure and Assets Manager provided insight into land tenure, maintenance responsibilities, and RTBG's position on potential land transfer or licensing arrangements. The RTBG have confirmed in writing that they support the recommended option.
 - 8.6.2. Aboriginal Heritage Tasmania: Search request submitted for Aboriginal heritage site information for planning purposes.
 - 8.6.3. New Town Community Association members: Shared community feedback, concerns about access, and support for maintaining connectivity.

- 8.6.4. Community members: feedback gathered through correspondence and public inquiries while the track has been closed highlighted the importance of the track for recreation.
- 8.6.5. TasRail: Engaged to discuss feasibility and requirements for relocating the rail crossing, including the need for a formal proposal to their Property Department.

9. Innovation and Continuous Improvement

- 9.1. The recommended option has the lowest up front capital cost, the lowest operating costs (negligent to minimal) and is a small project that officers can implement with contractors or internal field crews.
- 9.2. Standard communication methods are proposed to be implemented:
 - 9.2.1. Ongoing meetings, briefings and correspondence with RTBG and TasRail to progress approvals and agreements.
 - 9.2.2. Community updates via Council's website, newsletters, and social media channels.
 - 9.2.3. Public notices and signage at the track site to inform users of planned changes and timelines.

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.



Greg Milne
PROGRAM LEADER - BUSHLAND



Sean Black
MANAGER OPEN SPACE



David Reeve
DIRECTOR INFRASTRUCTURE AND ASSETS

Date: 3 December 2025
File Reference: F25/77762

Attachment A: Cornelian Bay Track - Council Report (Supporting information)



8. QUESTIONS WITHOUT NOTICE

Regulations 33 and 34 of the *Local Government (Meeting Procedures) Regulations 2025*.
File Ref: 13-1-10

33. (2) *A question asked at a meeting is to, as far as is practicable -*

- (a) be concise; and*
- (b) be clear; and*
- (c) not be a statement; and*
- (d) have minimal pre-amble*

34. *Questions without notice by a Councillor*

- (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 asking 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 may be 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 require a councillor to put a question without notice in writing.*

9. CLOSED PORTION OF THE MEETING

RECOMMENDATION

That the Committee resolve by majority that the meeting be closed to the public pursuant to regulation 17(1) of the *Local Government (Meeting Procedures) Regulations 2025* because the items included on the closed agenda contain the following matters:

- Minutes of a Closed Committee Meeting
- Confidential Legal Matters
- Confidential Financial Matters
- Closed Questions Without Notice

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 conflicts of interest |
| Item No. 4 | Items For Workshoping |
| Item No. 4.1 | Dog Management Policy Review
LG(MP)R 17(2)(k) |
| Item No. 4.2 | 2026-27 Annual Plan and Budget
LG(MP)R 17(2)(h)(ii) |
| Item No. 5 | Questions Without Notice |