



CITY OF HOBART

AGENDA

The Hobart Workshop Committee Meeting
Open Portion
Monday, 22 June 2026
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.

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The Hobart Workshop Committee Meeting (Open Portion) held Monday, 22 June 2026 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:

Deputy Lord Mayor Councillor Dr Z E Sherlock
Councillor J L Kelly
Alderman L A Bloomfield
Councillor R J Posselt
Councillor Lohberger
Councillor G H Kitsos

Apologies:

Nil.

Leave of Absence:

Councillor M S C Dutta

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, 15 June 2026](#), 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 Climate, Sustainability and Biodiversity Committee File Ref: F26/29347

Report of the Director Infrastructure and Assets of 11 June 2026 and attachment.

Delegation: Committee



City of **HOBART**

MEMORANDUM: HOBART WORKSHOP COMMITTEE

Climate, Sustainability and Biodiversity Committee

The purpose of this report is to inform the Committee of the outcomes of the Climate, Sustainability and Biodiversity Committee meeting held on 19 May 2026.

The following matters were discussed:

- Mobilising a Climate Ready Hobart -The Committee received a presentation and update on the Climate Ready Hobart Program, including progress on the Community Call to Action, planning for the Climate Ready Hobart Forum 2026, and development of the Electrify Hobart Program. The Committee discussed the importance of equity and accessibility, particularly for low-income households, and supported a data-driven and holistic approach to home energy upgrades. Feedback highlighted the need for strong community engagement and clear communication to support behaviour change, as well as the importance of ensuring diverse representation, clearly defined focus areas and practical, solution-oriented outcomes for the 2026 Forum.
- Stormwater and Waterways Grants Update - Officers provided an update on stormwater and waterways initiatives, including progress of the New Town Rivulet restoration works and newly funded projects relating to rivulet regeneration and pollution reduction. The Committee discussed the importance of community engagement and communication, and supported a targeted, evidence-based approach to prioritising works. Feedback also highlighted opportunities to support volunteer groups and enhance biodiversity outcomes, including through revegetation and habitat improvements.

RECOMMENDATION

That the Hobart Workshop Committee receive and note the minutes of the Climate, Sustainability and Biodiversity Committee of 19 May 2026, 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.



David Reeve
**DIRECTOR INFRASTRUCTURE AND
ASSETS**

Date: 11 June 2026
File Reference: F26/29347

Attachment A: Climate, Sustainability and Biodiversity Special Committee -
Minutes - 19 May 2026 (Supporting information) 

6.2 City Heritage Committee
File Ref: F26/29555

Report of the Director Strategic and Regulatory Services of 16 June 2026
and attachment.

Delegation: Committee



City of **HOBART**

MEMORANDUM: HOBART WORKSHOP COMMITTEE

City Heritage Committee

The purpose of this report is to inform the Committee of the outcomes of the meeting of the City Heritage Committee that was held on 2 June 2026.

The following was discussed:

- Draft Heritage Strategy – Members discussed the most recent draft of the Heritage Strategy with Michael Cook from Lovell Chen. Feedback was provided to inform the next stage of the Strategy, such as adjusting the tone of language and making it more specific / less high-level, including further detail on the role Council plays in heritage and conservation, making actions smarter and time-bound, ensuring the Strategy is realistic, practical and fit-for-purpose, make commitments more clear, update pictures and graphics, and display contemporary evidence that heritage can be participated in. Once Lovell Chen have applied the Member's feedback, a final draft Strategy will be distributed to the Members for further review prior to the draft Strategy being considered by the Council.

RECOMMENDATION


That the Hobart Workshop Committee receive and note the minutes of the City Heritage Committee of 2 June 2026, 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.



Karen Abey
**DIRECTOR STRATEGIC AND
REGULATORY SERVICES**

Date: 16 June 2026
File Reference: F26/29555

Attachment A: City Heritage Committee - Minutes - 2 June 2026 (Supporting information) 

7. REPORTS

7.1 Building Better Streets - Streetscape Projects **File Ref: F26/25478**

Report of the Program Leader Urban Design, the Manager Place Design, Sport and Recreation and the Director Strategic and Regulatory Services of 18 June 2026 and attachments.

Delegation: Council

REPORT TITLE: BUILDING BETTER STREETS - STREETSCAPE PROJECTS**REPORT PROVIDED BY:** Program Leader Urban Design
Manager Place Design, Sport and Recreation
Director Strategic and Regulatory Services**1. PURPOSE**

1.1. This report provides Elected Members with an update on the following streetscape projects being progressed by the City's Place Design team:

- 1.1.1. **Macquarie Street South Junction Upgrade** – a public space uplift of the retail and community activity centre at the junction of Macquarie, D'Arcy and Washington Streets, further progressing the intent of the 2015 *A Plan for Hobart's Local Retail Precincts*.
- 1.1.2. **Montpelier Retreat Streetscape Renewal** – the priority project proposed by the *Local Area Movement Plan for Battery Point*, aiming to create a coherent, legible and people-focused streetscape, reinforcing its role as the primary pedestrian gateway to Salamanca and a key connection within the commercial and community life of Sullivans Cove.
- 1.1.3. **Elizabeth Street Signal Project** – an opportunity to align with the Tasmanian Government's scheduled traffic signal upgrade at the junctions of Elizabeth Street with Melville and Brisbane streets to improve pedestrian amenity.
- 1.1.4. **Elizabeth Street Vision Plan** – a priority project within the *Central Hobart Plan* looking to revitalise Elizabeth Street from Morrison Street to Burnett Street, through creating an overarching vision that supports everyday movement, community activity and local amenity.

2. RECOMMENDATION

That the Hobart Workshop Committee endorse the progression of Macquarie Street South Junction and Montpelier Retreat Upgrade to community engagement as detailed in this report.

3. MACQUARIE STREET SOUTH JUNCTION UPGRADE

- 3.1. The current project continues the staged renewal of the South Hobart precinct. It responds directly to community concerns regarding safety and accessibility, with a specific focus on the Macquarie Street–D’Arcy Street–Washington Street intersection as a critical node within the precinct.
- 3.2. Specifically, the project seeks to reinforce Macquarie Street as a welcoming main street and activity centre, while rebalancing movement priorities to improve safety for all users, with a particular emphasis on pedestrian safety.
- 3.3. The proposal aims to enhance pedestrian amenity, comfort and accessibility, improve the visibility and legibility of the South Hobart Playground entrance at the corner of D’Arcy Street and Washington Street, and deliver a higher-quality public realm outcome.
- 3.4. Collectively, these improvements seek to create a safer, higher quality and more welcoming environment that better supports community activity, local businesses and everyday movement through the precinct.

3.5. Background

- 3.5.1. The City of Hobart’s 2015 *A Plan for Hobart’s Local Retail Precincts* established concept designs for six neighbourhood shopping areas across Hobart, including in South Hobart.
- 3.5.2. This strategic work informed the 2017 *South Hobart Pedestrian Improvement* project. The following stages have been delivered:
 - Stage 1: Improved pedestrian access at the D’Arcy Street, Washington Street and Macquarie Street intersection.
 - Stage 2a: Upgraded pedestrian crossing facilities on Macquarie Street between Elboden Street and the Southern Outlet.
 - Stage 2b: Upgraded 5 continuous footpaths at side streets.
- 3.5.3. Feedback from the community identified concerns regarding pedestrian safety, traffic congestion, lack of clarity around vehicular movements and a lack of amenity or street appeal.
- 3.5.4. A traffic count undertaken in November 2025 identified that D’Arcy Street serves as a key vehicle access route for Sandy Bay residents travelling into South Hobart, carrying approximately three times the traffic volume of Washington Street.

- 3.5.5. New pedestrian and vehicular counts were undertaken in 2026 to better understand movement patterns through the study area. The surveys found that pedestrian activity peaks at approximately 3:00 pm, coinciding with school dismissal times and increased activity associated with the nearby school and playground. Pedestrian movement is heavily concentrated around the D'Arcy Street pedestrian refuge, which currently functions as the primary crossing point within the intersection.
- 3.5.6. While a more direct pedestrian route exists along Macquarie Street, observations indicate that it is largely avoided by pedestrians, suggesting a preference for crossing locations perceived to offer greater safety and convenience.
- 3.5.7. Two internal cross-Network workshops held in December 2025, and February 2026 tested early ideas and confirmed both the strengths and challenges of the precinct.

Participants recognised the area as a well-established community meeting point with strong local services, mature street trees and a cultural "bookend" to greater South Hobart.

Key risks identified included community concern about change, competing transport and land-use demands, construction cost pressures and parking impacts.

- 3.5.8. During development, the design considered the findings of the *South Hobart Primary School Access Travel Plan*, as well as the broader objectives of the *South Hobart Oval and Park Draft Master Plan 2023* and the *Hobart Rivulet Park Strategic Master Plan*.

This included collaboration with the Open Space Group, leading to setting the park's new retaining wall further south, creating space for amenity improvements.

3.6. Concept Design

- 3.6.1. The design proposition for the project (**Attachment A**) introduces a series of changes to traffic movement and the public realm to improve legibility, enhance safety, and substantially increase pedestrian-priority space within the junction. The proposal includes the introduction of a raised junction and complementary pavement treatments to clearly signal to both motorists and pedestrians that they are entering a pedestrian-focused environment.
- 3.6.2. Traffic movements are simplified through the conversion of the northern end of Washington Street to one-way operation, creating a single vehicle entry from the south.

- 3.6.3. These changes enable the enlargement of the existing roundabout area to create a usable central breakout space for pedestrians and community activity. The proposed layout has also informed the setback and redesign of the park entrance, consistent with the draft South Hobart Oval and Park Master Plan.
- 3.6.4. Additional public realm improvements include increased greening through the planting of approximately six new trees and the creation of eight garden beds, opportunities for public art through a key mural location, and the provision of outdoor dining areas adjacent to interested businesses along Cascade Road.
- 3.6.5. The design concept also relocates the existing bus stop to the west of the intersection to remove conflicts with the nearby car park access and increases parking capacity for South Hobart Oval through the conversion of parallel parking to angle parking along the oval side of lower Washington Street.

3.7. **Budget**

- 3.7.1. Current work has been supported by an allocation of \$50,000 in the 2025–26 Capital Works Program.
- 3.7.2. An allocation of \$100,000 for the detailed design phase has been listed as a P1 in the draft 2026–27 Capital Works Program.
- 3.7.3. A formal quantity surveying analysis has estimated the construction cost to be in the order of \$1,400,000. This estimate excludes the provision of certain elements, including street furniture, lighting upgrades and public art.
- 3.7.4. Consideration and prioritisation within the City's 10 Year Capital Works Plan will also be required.

3.8. **External Funding**

- 3.8.1. The City intends to pursue external funding opportunities, including the Safer Local Roads and Infrastructure Program (SLRIP), to support the delivery of the project. SLRIP is a competitive funding program available to state and territory governments and local government authorities across Australia that supports projects addressing current and emerging road infrastructure priorities.

- 3.8.2. The program provides at least \$330 million annually, with successful applicants eligible to receive funding of up to 80 per cent of project costs, capped at \$5 million. The remaining project costs must be met through Council contributions or alternative funding sources. Construction projects are required to be completed within 24 months of commencement, while design projects must be completed within 36 months.

3.9. **Consultants**

- 3.9.1. The City has engaged a traffic engineering consultant to undertake detailed traffic modelling for the Macquarie Street South Junction project. The modelling will assess existing traffic conditions and evaluate the likely impacts of the proposed intersection changes on the surrounding road network.

Assessment of existing traffic conditions cannot commence until works currently underway within South Hobart Park, including retaining wall construction and associated landscaping works, are completed at the end of June. This will ensure that traffic data reflects typical operating conditions and is not influenced by temporary construction activities.

- 3.9.2. The City has also commissioned quantity surveying analysis to inform preliminary project cost estimates and support future funding applications.

3.10. **Community and Business Engagement**

- 3.10.1. The engagement program for this project is designed to reconnect with the South Hobart community following earlier consultation in 2015 to ensure local community members and businesses have meaningful input on the proposed design concept.

- 3.10.1.1. Our goal is to make sure local residents, businesses and community groups feel heard and have a genuine opportunity to shape the future of the site.

Feedback from this process will directly inform the next stage of concept design, helping us find the right balance between public space improvements and pedestrian outcomes, while continuing to support parking, access and the day-to-day needs of local businesses and residents.

- 3.10.1.2. We have developed a clear and accessible engagement approach in partnership with the Strategic Communications, Engagement and Marketing team, with a strong focus on meeting people where they are and making it easy to get involved.
- 3.10.1.3. Broad community engagement will include a transparent Your Say page, an easy-to-use online survey, opportunities to vote on design concepts, interactive maps, and a series of pop-up events and activities designed for all ages.
- 3.10.1.4. Targeted engagement will ensure we hear directly from those most affected, including local residents, businesses, schools and community groups, as well as key stakeholders such as the Access Advisory Committee, South Hobart Progress Association, South Hobart Sustainability Committee and Palawa representatives.
- 3.10.1.5. Importantly, this engagement recognises past community discussions and concerns, including those linked to changes around South Hobart Oval and lower Wellesley Park. We are committed to building trust where needed, and creating an engagement program that is inclusive and collaborative.

3.11. Next Steps

Timing	Action
Jul 26	Incorporate traffic modelling
Jul/Aug 26	Community engagement
Sep 26	Refine concept plan based on community feedback
Oct 26	Presentation to ELT
Nov 26	Presentation to EM Workshop for endorsement
Dec 26 to April 27	Detailed design work
TBC	Construction (dependent on funding)

4. MONTPELIER RETREAT RENEWAL

- 4.1. The project seeks to prepare a streetscape concept plan for Montpelier Retreat that transforms the street from a vehicle-dominated service corridor into a people-focused public space that better integrates with the broader character and townscape of Battery Point, Sandy Bay Road and Salamanca.
- 4.2. The project aims to support local business activity and commercial opportunities, establish a clear public realm framework to guide future investment and development, and reinforce a people-first movement hierarchy.
- 4.3. It also seeks to strengthen Montpelier Retreat's role as a gateway spine linking Battery Point, Sandy Bay Road and Salamanca, while improving public amenity through wider and more continuous footpaths, safer pedestrian crossings, increased greening and shade, and additional opportunities for people to gather and pause.
- 4.4. A further objective is to enhance the identity and character of the street by drawing upon and celebrating its rich and layered cultural heritage.

4.5. Background

- 4.5.1. This project builds on the City of Hobart's 2023 *Local Area Mobility Plan (LAMP) for Battery Point*. Feedback from engagement noted that the community's biggest concern was the narrow footpaths. It also identified increased greening and walkability, transport, local services and things to do in the evenings as priorities.
- 4.5.2. Over the last 10 years, planning approval has been granted for two unimplemented major residential/mixed use developments within Montpelier Retreat (1 Montpelier Retreat and 40-44 Montpelier Retreat) with a third (6 Montpelier Retreat) approved for hotel accommodation currently subject to a third-party appeal at the Planning Tribunal.

Each application provided supporting Traffic Impact Assessments which were relied upon by the Council in the subsequent determinations.

It is considered that these assessments, although undertaken independently of the City, provide a reasonable understanding of the current level of traffic, service and parking pressures within the immediate highway network and generally accord with the City's own traffic measurement (limited to the Hampden Road junction).

The general findings of these assessments can be summarised as:

- There is sufficient capacity within the surrounding street network to cater for additional traffic movements.
- Montpelier Retreat commonly experiences some 400 traffic movements at peak hour during standard working hours with 32 to 50 per cent recorded as 'through traffic'. Most of the remainder were generated by the two commercial off-street carparks.
- Due to internal private parking, the cumulative impact of each of the three approved but not yet implemented developments would not result in unacceptable strains upon capacity within the network, queuing or disruption of vehicle movements.

4.5.3. The City has currently engaged a traffic engineering consultant to undertake detailed traffic modelling for Montpelier Retreat to determine existing and future traffic analysis. Findings and final reports are expected to be received in early July.

4.5.4. This project also provides an opportunity to improve security provision for Salamanca Market, specifically through the improvement and relocation of vehicular bollards on Montpelier Retreat.

4.6. **Concept Design**

4.6.1. Three internal workshops were held to develop a concept design for Montpelier Retreat. The first two examined current conditions, reaffirming that the street is a key pedestrian route but has a wide road and prioritises cars over people. The workshops also found that the street lacks coherence, a sense of place, enclosure, memorable landmarks, and inviting spaces for people to stop or linger.

4.6.2. These insights were used to develop four concept options, which were discussed at a third workshop on 7 December 2025. The preferred option was a design with a curved one-way section at the lower end (between Salamanca Place and Kirksway Place) and a two-way section at the upper end (between Kirksway Place and Hampden Road).

4.6.3. The concept design (**Attachment B**) introduces changes to traffic movement to improve safety for pedestrians and shoppers at the Salamanca Market, along with strategically place breakout spaces.

4.6.4. Key elements include:

- Curved one-way lower section - limiting the speed that a vehicle can reach and referencing the former creek that entered the Cove.
- Widened footpaths - to a minimum of 3.9m in the lower section, providing more space for amenity improvements.
- All loading bays retained - and have been relocated to a kerb-less section of the footpath.
- Wombat crossings - spread throughout the design to further assist with traffic calming and pedestrian movement.
- Increased greening - with approximately 43 new trees proposed, subject to further technical investigation. Note: existing trees are removed, as their current location limits pedestrian movement.
- Public art - with five locations identified for possible artwork/focal points that coincide with primary pedestrian intersections.
- Three vehicle crossings removed - due to duplication or lack of use.
- Formalising one-way exit - onto Hampden Road.
- Loss of 16 parking spaces - to provide more spaces for pedestrians and accommodate the bends in the road.

4.6.5. Under the LAMP, Knopwood Street and James Street are proposed to be one-way shared streets as part of a future stage.

4.7. **Budget**

- 4.7.1. An allocation of \$50,000 to meet design costs and technical assessment (such as traffic) is listed as a Priority 1 project in the draft 2026/2027 Capital Works Program.
- 4.7.2. A formal quantity surveying will be undertaken to determine construction cost.
- 4.7.3. Consideration and prioritisation within the City's 10 Year Capital Works Plan will also be required.

4.8. Community and Business Engagement

- 4.8.1. An engagement plan has been developed in conjunction with the Strategic Communications, Engagement & Marketing team.
- 4.8.2. An early external engagement conducted over the last x weeks has involved 'in confidence' discussions with local prominent landowners, developers, owners and businesses.
- 4.8.3. Targeted early-stage engagement has been undertaken with local landowners and businesses, including writing to 27 stakeholders and undertaking face-to-face meetings with five key participants, comprising the Behrakis Group, Sultan Holdings, Fisher Group, Wursthaus Kitchen and The Whaler.
- 4.8.4. As a summary:
 - 4.8.4.1. Participants were provided with project information sheets, a project FAQ, and access to a dedicated Your Say page to support informed feedback.
 - 4.8.4.2. This process has allowed stakeholders to discuss future projects not currently in the public domain that may impact the concept plan, without compromising business prospects. This engagement has further confirmed property and business sentiment for the need for renewal of the street and further investment.
 - 4.8.4.3. Feedback to date has been uniformly positive towards the initial concept designs, with a strong willingness expressed to see the public realm improved.
 - 4.8.4.4. The engagement has gathered insights on access, servicing, development potential, and precinct performance, helping ensure the concept plan reflects both public realm improvements and investment needs.
 - 4.8.4.5. Consideration of these matters and others raised will directly guide the next stage of design development to ensure an appropriate balance is achieved between public realm improvements, pedestrian outcomes, parking provision, and property access and operational needs.
 - 4.8.4.6. Further discussions will be undertaken with key stakeholders as the design progresses to also better understand potential redevelopment scenarios.

4.8.5. A more detailed discussion of this engagement process and the feedback received will be presented at the Hobart Workshop Committee on 22 June.

4.8.6. The next stage of engagements features the following streams:

- Targeted engagement with industry peak bodies such as Hospitality Tasmania, local businesses, residents, community groups, the Access Advisory Committee and Palawa representatives.
- Broader community engagement via a dedicated 'Your Say Page,' online surveys, interactive heat maps, pop-up events, intercept surveys and kid-friendly activities.

4.9. Next Steps

Timing	Action
June 26	Review stakeholder comments Refine concept plan based on feedback
July 26	Presentation to ELT
Aug 26	Presentation to EM Workshop for endorsement
Sep/Oct 26	Wider community engagement
Nov 26	Refine concept plan based on feedback
Jan 27	Presentation to ELT
Feb 27	Presentation to EM Workshop for endorsement
March/June 27	Detailed design work
TBC	Construction (dependent on funding)

5. ELIZABETH STREET SIGNAL PROJECT

5.1. The project will integrate and build upon previous and planned streetscape improvements for Elizabeth Street, by aligning with the State Government's scheduled upgrade of traffic signals at the junctions of Elizabeth Street with Melville and Brisbane streets.

5.2. It aims to deliver the modernisation and better of traffic signals and urban realm enhancements that support the vision for the street, improving safety, accessibility and overall amenity.

5.3. Background

- 5.3.1. The project's timeline is driven by the Department of State Growth (DSG) – Traffic Signals' need to upgrade traffic signals at the Elizabeth Street junctions with Melville Street and Brisbane Street, scheduled for late 2025/26 or early 2026/27. The existing signals are increasingly prone to failure, and the complexity of the surrounding urban fabric presents significant delivery challenges.
- 5.3.2. This presents a valuable opportunity to partner with DSG on a project that aligns with the future Elizabeth Street Vision Plan, enhancing pedestrian access and amenity at these key junctions.

5.4. Key Design Outcomes

- 5.4.1. A design has been prepared for the Elizabeth/Brisbane Street Intersection and the Elizabeth/Melville Street Intersection **(Attachment C)**.
- 5.4.2. Key design outcomes include:
- New traffic signals – as required by DSG.
 - Improved stormwater infrastructure – with discussions ongoing with TasWater to confirm alignment.
 - Upgrades to lighting and asphalt footpath – to improve walkability, accessibility and safety.
 - New greening and furniture elements – to improve pedestrian amenity and provide places of rest.
 - Raised junction – at the Elizabeth/Melville Street intersection, signalling to drivers that they are entering a pedestrian priority area.
 - Wombat crossings – across Brisbane Street to further assist with traffic calming and pedestrian movement.

5.5. Financial Considerations

- 5.5.1. The total project budget is \$1,975,000.
- 5.5.2. An allocation of \$100,000 for construction has been listed as a P1 project the draft 2026–27 Capital Works Plan.
- 5.5.3. A further \$675,000 would be required in 2027–28.
- 5.5.4. The State Government has committed to provide a total of \$400,000 in funding over 2026–27 and 2027–28.

5.6. Community and Business Engagement

- 5.6.1. Due to the number and breadth of previous engagements in the area, consultation will be limited to key stakeholders.

5.7. Next Steps

Timing	Action
Jun 26	Council budget approval. Communicate and collaborate with key stakeholders.
Jul 26 – Jan 27	Engage and consult stakeholders. Finalise construction design and documentation.
Feb 27	Prepare for construction tender documentation. Go to tender and award tender.
May/Jun 27	Construction commences at the Melville intersection. Avoid Dark MOFO period.
Jul/Aug 27	Construction commences at the Brisbane intersection.

6. ELIZABETH STREET VISION PLAN

- 6.1. The City of Hobart is preparing a Vision Plan for Elizabeth Street from Burnett Street to Franklin Wharf to lift the quality and performance of the public realm.
- 6.2. The aim is to create a more coherent, people-focused civic spine that supports everyday movement, local business and community life, while providing a clear framework for future upgrades along the corridor.

6.3. Background

- 6.3.1. The City of Hobart's 2015 *A Plan for Hobart's Local Retail Precincts* established concept designs for six neighbourhood shopping areas across Hobart. This included the 'Mid-Town' precinct along Elizabeth Street between Melville Street and North Hobart.
- 6.3.2. In 2019, the City undertook a comprehensive community engagement process, working closely with Midtown traders, residents, property owners and stakeholders to co-design upgrade priorities for Elizabeth Street. Following broader public consultation, the concept design was endorsed by the Council in December 2020.

- 6.3.3. While construction was originally anticipated to commence in 2022, preparation of the Central Hobart Plan (CHP) identified the need to take a more holistic view of Elizabeth Street's future role within the city. As a result, the project was paused to expand the scope and undertake further strategic work. The CHP was endorsed in September 2023.
- 6.3.4. In August and September 2025, businesses along Elizabeth Street were invited to take part in a survey to determine key concerns or priorities. The street was split into seven areas. In October and November 2025, property owners along Elizabeth Street were invited to take part in the same survey.
- 6.3.5. A consultant was engaged to review the surveys' responses and provide feedback. They cautioned against making broad findings due to the size of the data. The project team will instead use the data as a starting point for next step conversations and engagement.

6.4. **Project Area**

- 6.4.1. The project area (**Attachment D**) spans the full length of Elizabeth Street from Burnett Street to Franklin Wharf, recognising that the corridor includes a range of different places, characters and operating conditions. To assist with timing and delivery the area has been split into four sections:

North Avenue – from Burnett Street to Warwick Street

West Trinity – from Warwick Street to Brisbane Street

Midtown – from Brisbane Street to Liverpool Street

City Centre – from Liverpool Street to Franklin Wharf

- 6.5. The Vision Plan will take a corridor-wide view while recognising the distinct character and function of each section, ensuring a coordinated and cohesive public realm outcome across the entire spine.

6.6. **Project Importance**

- 6.6.1. The City is the responsible road authority for Elizabeth Street, however as a significant corridor for pedestrian movement, public transport, and land uses including retail and education, the street has many stakeholders.

- 6.6.2. Elizabeth Street is part of the urban transit corridor identified in the Southern Tasmania Regional Land Use Strategy (STRULS), and a high frequency transit corridor for Metro Tasmania's 'turn up and go' bus service which services the northern suburbs. It is critical to the city's public transport service offering and is a preferred location for densification by way of infill with medium density residential development (between Hobart and Glenorchy). In recent years, growth in residential development along or near Elizabeth Street has occurred.
- 6.6.3. Elizabeth Street is a popular active travel corridor with relatively high pedestrian and bicycle volumes. Many young people walk, skate and ride along Elizabeth Street between North Hobart and the Bus Mall due to the major education facilities located at several points along Elizabeth Street, and the bus mall at the city end.

6.7. Key Objectives

- 6.7.1. To provide a long-term strategic vision for Elizabeth Street's public domain and to set out objectives and a framework to achieve that vision. (Noting the variety of street typologies present along the project length and the potential for change over time).
- 6.7.2. To develop a plan for safe, attractive, coherent and high-quality streetscapes that will support the future growth and development of the city.
- 6.7.3. To ensure that street designs along the length of the street provide levels of service that will best accommodate the road user hierarchy
- 6.7.4. To provide a basis for attracting future investment along Elizabeth Street in the short term (0-5 years) and the long term (10+ years).
- 6.7.5. This project will require a substantial level of investment to complete. It is unrealistic to expect that to be fully funded by the City of Hobart alone. While this project will be included in the City's 10-year capital works program, in reality, it will be difficult to proceed without funding commitments from elsewhere, ideally the State and Federal Governments.

6.8. Project Status

6.8.1. The Elizabeth Street Vision Plan is currently in the stages of collating and interpreting previous work completed, particularly with regard to earlier analysis and research undertaken. Due to significant changes in the scale of the project and internal team changes, the project plan, scope, and background paper will be workshopped with Elected Members at a separate meeting to ensure that adequate time can be allocated to the process.

6.8.2. Work completed to date includes:

- 2019 community consultation.
- 2025 Business and Property Owner Surveys.
- Healthy Streets assessment.
- Review of project plan and scope.
- Review and realignment of street sections and priorities.
- Review and analysis of place data via Public Life Tools.
- Review and analysis of movement data for pedestrians, vehicles, buses, and cyclists.
- Audit of current and proposed underground infrastructure.
- Review and analysis of parking data for both on-street and off-street spaces.
- Review of economic data from Economic ID.
- Audit of existing assets, including furniture and lighting.
- Audit of greening and nearby open space.
- Review of existing and desired purposes for each section.

6.9. Key Deliverables

6.9.1. Background Paper

A report visually detailing the existing context and analysis done to date, with the aim of informing the future co-design process.

6.9.2. **Elizabeth Street Vision and Principles**

A clear and long-term vision and strategy report for Elizabeth Street, including defined projects for capital investment and staged implementation strategy. Co-design to be led by external consultant.

6.9.3. **Elizabeth Street Masterplan**

A high-level spatial arrangement of the overall street, highlighting movement and place considerations but avoiding detailed design. Co-design to be led by external consultant.

6.9.4. **Detailed concept designs for the City Centre**

External consultant to lead co-design with key stakeholders to create a detailed design encompassing the waterfront, bus mall, Elizabeth Street Mall and Wellington Court. To be either considered as part of Stage 1 or done separately as Stage 2.

6.10. **Next Steps**

Timing	Action
Jun/Jul 26	Prepare Project Plan, Scope and Background Paper for workshop
Aug 26	Present documents to ELT for review
Sep 26	Workshop project with Elected Members
Oct 26	Engage placemaking consultant to lead co-design
Nov 26	Invite key stakeholders to co-design vision, principles and draft masterplan
Dec 26	Review outcome of co-design and consolidate into formal plan
Jan/Feb 27	Return to ELT and Council for update (TBD) Invite key stakeholders to co-design City Centre
Feb/Mar 27	Broader community consultation on vision, principles and masterplan (TBD) Review outcome of co-design of City Centre and consolidate into formal plan
Apr 27	Review community consultation and update vision, principles and masterplan

May 27	Return to ELT for approval
Jun 27	Return to Council for endorsement
TBC	Detailed design work
TBC	Construction (dependent on funding)

7. STRATEGIC PLANNING AND POLICY CONSIDERATIONS

7.1. These projects directly align with:

- *Capital City Strategic Plan 2023* - responds directly to the need for well-planned infrastructure that enhances community wellbeing while maintaining Hobart's distinct character and pace of life.
- *Hobart Transport Strategy 2024* – assists in delivering Healthy Streets outcomes and prioritising vulnerable road users.
- *Annual Plan 2025-26* – all projects relate to Pillar 1 – A Sense of Place, and one of the major actions is to “develop a streetscape improvement plan for Montpelier Retreat from Salamanca Place to Hampden Road.”
- *Central Hobart Plan and Implementation Program (Year 1) 2024* - Elizabeth Street is heavily referenced as the main road corridor both within the central core (passing through four of the five precincts). Revitalising the street is specifically mentioned as a priority action in the Implementation Program.
- *Hobart Bike Plan 2026* – the projects align with latest plan. Secondary routes, such as Cascade Road and Elizabeth Street, focus on connecting attractors and local streets to primary routes through improved crossings. Neighbourhood routes, such as Montpelier Retreat, focus on traffic calming measures to support local trips.

7.2. While not directly driven by them, the projects have also considered the findings of the *Hobart Design Guidelines*.

8. LEGAL, RISK AND LEGISLATIVE CONSIDERATIONS

No legal considerations have been identified at this stage. The following risks have been identified:

- 8.1. **Failure to deliver** – as broader community engagement may create an expectation that a project will proceed to implementation. It is recommended that prior to community consultation, projects be identified within the 10-Year Capital Works Program to demonstrate Council's commitment. Failure to deliver may result in negative community sentiment and potential political repercussions.

- 8.2. **Resources** – due to the number of projects on the go that are at similar stages.
- 8.3. **Timeframes** – where a delay in one area of a project will have significant flow on effects.
- 8.4. **Changes within teams** – not only in the core design team, but changeover in internal stakeholders over the course of a project.
- 8.5. **Changes to parking** – may be contentious with some stakeholders.

9. FINANCIAL CONSIDERATIONS

- 9.1. These projects will also need to be considered in the context of the City's 10-Year Capital Works Plan.

10. ECONOMIC IMPACT

- 10.1. The projects align to the following strategic priorities listed in the City of Hobart **City Economy Strategy 2023 – 2028**:
 - 1. *Plan for our collective social, economic and environmental prosperity*
 - 2. *Attract responsible investment to unlock an inventive and inclusive economy*
 - 3. *Position Hobart as an enviable place to visit, live and do business*
 - 4. *Promote and leverage Hobart's uniqueness and celebrate the Hobart Difference*
- 10.2. If a proposal is added to the 10-Year Capital Works Program, there will be potential implications in relation to the Long -Term Financial Management Plan.

11. CONCLUSION

- 11.1. The **Macquarie Street South Junction Upgrade** represents a timely and strategically aligned opportunity to continue the staged renewal of the South Hobart precinct. Building on previous pedestrian improvements and the Local Retail Precinct Plan framework, the project responds directly to longstanding community concerns regarding safety, accessibility and public-realm quality, while reinforcing Macquarie Street's role as a local main street and community gathering place.
- 11.2. The **Montpelier Retreat Renewal** is a strategically aligned initiative designed to advance the objectives of the LAMP: Battery Point by transforming Montpelier Retreat from a vehicle-dominated corridor into a vibrant, people-first public street that is seamlessly integrated into the culturally rich landscapes of the Cove and Battery Point.

It is not an isolated intervention, but a coordinated step toward implementing the City's long-term vision for walkable, vibrant streetscapes. Given key stakeholder interest, it would be valuable to consider whether project funding could be secured prior to wider community consultation.

- 11.3. The **Elizabeth Street Signal Project** is an opportunity to collaborate with the Stage Government to provide urban realm upgrades to improve safety, accessibility and overall amenity.
- 11.4. The **Elizabeth Street Vision Plan** builds on the work of the Local Retail Precinct Plan and the Central Hobart Plan. It will provide a framework for the design of a safe, attractive, coherent and high-quality streetscape that supports the future growth and development of the city.

It is imperative that the community is involved in the design and development of the Vision Plan. Local knowledge and community buy-in is essential to the success of the project.

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.



Shannon McCaughey
PROGRAM LEADER URBAN DESIGN







Philip Holliday
MANAGER PLACE DESIGN, SPORT AND RECREATION



Karen Abey
DIRECTOR STRATEGIC AND REGULATORY SERVICES

Date: 18 June 2026
File Reference: F26/25478

- Attachment A: Macquarie Street South Junction Concept Plan (Supporting information) 
- Attachment B: Montpelier Retreat Renewal Concept Plan (Supporting information) 
- Attachment C: Elizabeth Street Signal Project Designs (Supporting information) 
- Attachment D: Elizabeth Street Vision Plan Project Area (Supporting information) 

8. 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 relation to specific matters.

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.

8.1 Selfs Point and Cornelian Bay Master Plan Update **File Ref: F26/27953**

Report of the Program Leader Sport and Recreation - Development and Projects and the Manager Place Design, Sport and Recreation of 11 June 2026.



City of **HOBART**

MEMORANDUM: HOBART WORKSHOP COMMITTEE

Selfs Point and Cornelian Bay Master Plan Update

Purpose

The purpose of this paper is to provide elected members with an update on the status of the draft Selfs Point and Cornelian Bay Master Plan. A presentation will be made to the Hobart Workshop Committee.

Background

A master plan for Selfs Point and Cornelian Bay was considered a priority for several reasons including:

- Ageing infrastructure.
- Competing demands on infrastructure such as parking.
- Poor pedestrian connectivity within the precinct and to nearby neighbourhoods.
- Competing demands for use of the space
- Poorly utilised space within the area.
- The opportunity to improve the presentation of the sites, particularly Selfs Point.
- To ensure and enable the maximal use of Council's facilities and services.
- Fragmented landscape quality and poor connectivity across the precinct, limiting cohesive use and access.

The Master Plan builds on and integrates previous work, including the draft Cornelian Bay Spatial Master Plan and the Draft Selfs Point Master Plan prepared in 2020.

A draft Master Plan was initially prepared in 2021. The project was recommenced in June 2025 in partnership with the Open Space Group, including a redefinition of the study area and renewed stakeholder engagement.

This process has recognised the significant opportunity presented by expanding and integrating the study area, enabling the development of a more holistic and coordinated vision for the precinct.

Study Area

The study area for the Master Plan includes a range of sports grounds, facilities, and community infrastructure owned and managed by the City of Hobart. These assets are used by a diverse mix of clubs, community groups, and the public.

The current draft responds to the need for improved connectivity, upgraded facilities, and more equitable access across key recreation and sporting assets, as well as the surrounding natural landscape.

Key sites within the precinct include Cornelian Bay Oval, Cornelian Bay Point, the Tasmanian Hockey Centre, The Friends’ School fields, and the Intercity Cycleway. It also recognises significant other assets such as TasWater, Gas Works and the Queens Walk apartments.



Key Stakeholder Engagement

Targeted engagement has been undertaken with existing users, Tasmanian Government representatives, relevant authorities, and internal stakeholders. This approach has provided an opportunity to maximise input from all stakeholders while recognising the interconnected nature of activities within the precinct.

Initial stakeholder engagement, include a review of capacity and opportunities for growth was undertaken with the following stakeholders:

- Tasmanian Rugby Union (TRU).

- The New Town Bay Rowing Centre (NTBRC) Committee of Management.
- The University Rowing Club.
- TasWater.
- Hockey Tasmania.
- Tasmanian Bridge Association.
- Ten Lives Cats Centre.
- Tasmanian Department of Communities.
- City of Hobart Council t staff.
- Hobart United Football Club.
- Intercultural Sports League.
- Cricket Tasmania.

More recently, consultation has been undertaken with New Town Community Association. A workshop was also held with staff from across the City of Hobart to ensure that whole of organisation issues and opportunities were captured.

TasWater's Selfs Point Wastewater Treatment Plant expansion project, scheduled for completion in late 2026, is identified as a concurrent project. The City has been working regularly with TasWater, including on ongoing negotiations to establish a pedestrian accessway through the wastewater treatment site, connecting Selfs Point Road to the water's edge and New Town Bay Park.

The engagement of a Palawa consultant will ensure that Aboriginal cultural values, perspectives and knowledge are respectfully embedded within the Master Plan, supporting culturally informed decision-making and strengthening outcomes for Country. This aligns with similar work being undertaken by TasWater in partnership with the City, towards the future treatment of the Cornelian Bay headland.

Key Draft Themes and Recommendations

The Master Plan seeks to address a wide range of physical, access, infrastructure and usage issues.

Initial engagement assessment and investigations have identified four key themes for analysis and development of actions and recommendations. The following are the key themes and associated provisional recommendations:

Sport Assets and Facilities

- Develop detailed plans for the Cornelian Bay Oval sporting pavilion, public toilets, and car parking, informed by the Cornelian Bay Oval Spatial Master Plan (2020).
- Incorporate event-ready infrastructure to support flexible, integrated communal and spectator areas.
- Work with the rowing clubs based at the New Town Bay Rowing Centre (NTBRC) to improve amenities, access, and safety.

- Collaborate with the Tasmanian Bridge Association to identify opportunities for improved parking and potential facility expansion.
- Develop a multi-sports hub at Rugby Park, centred on a four-court indoor basketball stadium, with upgraded supporting facilities and amenities, in partnership with the Tasmanian Rugby Association and the Phoenix Basketball Club.
- The City will work closely with the Tasmanian Hockey Centre to support and evolve its current site master plan, including plans for an indoor facility, while maintaining appropriate parking and meeting operational needs.

Access and Connectivity

- Improve public water access at NTBRC for general boating use.
- Investigate new access infrastructure outside the NTBRC lease area, including kayak/skiff landings, a dinghy ramp, rowing landing stages and pontoons.
- Enhance connections between New Town Bay, Selfs Point Road and Cornelian Bay, including riverine paths (with TasWater).
- Progress a pedestrian/active movement link through TasWater land to the water's edge.
- Formalise the New Town Bay to Cornelian Bay connection via Gasworks Road.
- Upgrade lighting across the precinct to improve safety, taking account of light spill impacts and preserving a night sky environment in key and sensitive locations.
- Improve vehicular and pedestrian access along Marine Esplanade and Selfs Point Road.
- Explore the implementation of traffic calming and/or access restrictions on Queens Walk to improve connectivity and amenity between the Cornelian Bay Oval and Cornelian Bay foreshore area.
- Standardise and upgrade car parking, including formalising informal areas.
- Strengthen connectivity across the precinct, including pedestrian links to the Queens Domain and New Town across Brooker Highway.
- Provide designated viewing areas along the precinct foreshore.
- Improve pathways and wayfinding across the precinct.
- Investigate off-road links to Wellington Park via the New Town Rivulet.
- Construct a footpath to the second pedestrian tunnel under the Brooker Highway along the perimeter of the Cornelian Bay Oval.
- The City is progressing a project to connect the walking track near the low water line at the Royal Tasmanian Botanical Gardens to the cycleway, providing a safer alternative route and helping prevent coastal degradation. The project is in planning, including consultation with heritage stakeholders,

authorities, and TasRail, with works expected to begin in the coming months. Discussions with the Botanical Gardens on long-term land tenure are also ongoing.

- Develop and implement a plan to improve connectivity and accessibility from Cornelian Bay Point, including improved access via Gasworks Road and stronger wayfinding through the Cemetery, in line with existing land management arrangements, including no dogs permitted on Cemetery land.

Queens Walk Footpath

This project arises from a Council resolution in response to a community petition requesting a footpath along Queens Walk. It aligns with the actions identified in the Northern Suburbs Local Area Mobility Plan.

The scope includes the construction of a 2 m wide shared path from Risdon Road to 1 Queens Walk, linking to the newly constructed pathway. The project should be completed and closeout by the end of the calendar year.

Existing Rail Corridor

While there has been ongoing Elected Member interest in the status of the exiting rail corridor which runs adjacent to the precinct, no specific actions have been included at this time.

The current [Business Case](#) for a rapid bus network includes a pair of planned stations in the vicinity of Bell Street, New Town.

At this time is understood that track section from McVilly Drive to the stadium will be replaced with the Northern Access Road.

Recreation

- Investigate the potential for swimming at Cornelian Bay, including analysing draft water quality data indicating localised contamination, assessing any links with the Boat Sheds, and exploring options such as reinstating the former swimming pier at the City end of the bay in a contemporary form.
- Provide new public toilets at New Town Bay Park.
- Install supporting amenities across the precinct, including bike racks, repair stations, water points and pet recreation facilities.
- Deliver outdoor gym equipment at Cornelian Bay.
- Investigate and deliver improved facilities for kayaking within Cornelian Bay, including a floating paddling/kayak launch point and improved wash-down infrastructure.
- Investigate a half-court or pickleball facility at the Cornelian Bay foreshore.

Landscape and Storytelling

- Subject to advice from the Palawa community, develop a Palawa-led storytelling and site interpretation plan that reawakens memory of place and reflects connections to Country, including Timtumili minanya / River Derwent and the broader landscape.
- Incorporate layered storytelling within the interpretation plan, including natural features, landscape change, Palawa and post-colonial histories, sporting heritage, and key historical uses and figures associated with the precinct.
- Prepare and implement a coordinated wayfinding and signage strategy, aligned with the City of Hobart system, to establish a clear identity and improve navigation, including orientation nodes at key locations.
- Deliver public realm improvements that support storytelling, including seating between the NTBRC apron and the water's edge.
- Deliver a public art project that reflects the precinct's cultural, historical and community narratives.
- Establish shade tree planting within car parks, including Rugby Park and informal parking areas.
- Implement avenue tree planting along Selfs Point Road to improve streetscape character, calm traffic, and reinforce pedestrian priority.
- Review and rationalise vegetation at New Town Bay Park to improve visibility and safety.
- Audit and rationalise commercial and redundant signage to enhance visual quality and reinforce the precinct's identity as a public recreation area.
- Integrate storytelling elements that interpret the precinct's industrial, agricultural, and recreational history within landscape and public realm upgrades.

Summary

The draft Selfs Point and Cornelian Bay Master Plan presents a coordinated and forward-looking framework to address the precinct's current challenges, while unlocking its full potential as a connected, inclusive and high-quality recreational destination that provides access to Timtumili minanya / River Derwent for the City's northern suburbs.

Through targeted investment in sporting infrastructure, improved access and connectivity, enhanced recreational opportunities, and a stronger landscape and cultural narrative, the Master Plan seeks to balance the diverse and often competing needs of users.

The Plan will continue to be refined in response to the expanded study area, further stakeholder engagement, and evolving changes within the precinct, with a focus on consolidating the identified key themes into a clear and deliverable framework.

Importantly, ongoing Palawa consultation will be embedded throughout the next stages to ensure cultural values, perspectives and knowledge are appropriately integrated. This continued collaborative approach will support the development of a

robust and sustainable Master Plan that delivers meaningful, community-focused outcomes now and into the future.

Next Steps

Next steps include incorporating the outcomes of Palawa engagement, finalising the key themes and associated actions/proposals, and mapping these actions graphically in the document across the study area within the four identified themes.

The Master Plan will then be prepared for publication and broader community engagement, including consultation with all stakeholders and the wider community through Your Say and on-site pop-up sessions.

The final draft will be presented to Council for endorsement prior to commencing with wider community engagement.

WORKSHOP PURPOSE

That Elected Members note the progress of the Selfs Point and Cornelian Bay Master Plan and are invited to provide any additional comments.

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.



Kellie Williams
**PROGRAM LEADER SPORT AND
RECREATION - DEVELOPMENT AND
PROJECTS.**



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

Date: 11 June 2026
File Reference: F26/27953

9. 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-ambble*
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.*

10. 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 Portion of the Committee Meeting
- Acquire or Dispose of Land
- Confidential Information
- 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 Workshopping |
| Item No. 4.1 | Future Use of Lovett Street, Glebe
LG(MP)R 17(2)(g) |
| Item No. 4.2 | Council Office Accommodation Project - Business Case and Preferred Option
LG(MP)R 17(2)(c) |
| Item No. 5 | Questions Without Notice |