



Ordinary Council Meeting Minutes

Tuesday 13 August 2019

Council Chamber
Hobsons Bay Civic Centre
115 Civic Parade, Altona

**HOBSONS
BAY CITY
COUNCIL**



THE COUNCIL'S MISSION

We will listen, engage and work with our community to plan, deliver and advocate for Hobsons Bay to secure a happy, healthy, fair and sustainable future for all.

OUR VALUES

Respectful

Community driven and focused

Trusted and reliable

Efficient and responsible

Bold and innovative

Accountable and transparent

Recognised

Council acknowledges the peoples of the Kulin nation as the Traditional Owners of these municipal lands and waterways, and pay our respects to Elders past and present.

Chairperson:

Cr Jonathon Marsden (Mayor)

Strand Ward

Councillors:

Cr Angela Altair

Strand Ward

Cr Peter Hemphill

Strand Ward

Cr Tony Briffa

Cherry Lake Ward

Cr Sandra Wilson

Cherry Lake Ward

Cr Colleen Gates

Wetlands Ward

Cr Michael Grech (Deputy Mayor)

Wetlands Ward

Aaron van Egmond
Chief Executive Officer
Hobsons Bay City Council

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Minutes of the Council Meeting Held on Tuesday 13 August 2019 at 7:00pm in the Council Chamber, Hobsons Bay Civic Centre, 115 Civic Parade, Altona.

PRESENT

CHAIRPERSON:

Cr Jonathon Marsden (Mayor) Strand Ward

COUNCILLORS:

Cr Peter Hemphill Strand Ward

Cr Tony Briffa Cherry Lake Ward

Cr Sandra Wilson Cherry Lake Ward

Cr Colleen Gates Wetlands Ward

Cr Michael Grech (Deputy Mayor) Wetlands Ward

OFFICERS:

Mr Aaron van Egmond Chief Executive Officer

Mr Sanjay Manivasagasivam Director Infrastructure and City Services

Mr Andrew McLeod Director Corporate Services

Ms Penelope Winslade Director Sustainable Communities

Ms Diane Eyckens Manager Governance and Local Laws

Mr Stephen Zelez Manager Communications and Community Relations

Ms Briony Davis Governance Officer/Minute Secretary

1 Council Welcome

The Chairperson welcomed members of the gallery and acknowledged the people of the Kulin Nation as the traditional owners of this land.

2 Apologies

Nil

3 Disclosure of Interests

In accordance with sections 77A, 77B, 78 and 79 of the *Local Government Act 1989* Councillors are required to disclose a "conflict of interest" in a decision if they would receive, or could be reasonably perceived as receiving a direct or indirect financial or non-financial benefit or detriment (other than as a voter, resident or ratepayer) from the decision.

In accordance with section 79B of the *Local Government Act 1989* Councillors who consider that they have a personal interest that is in conflict with their public duty in relation to a matter may, if they do not have a conflict of interest as described above, apply to Council to be exempted from voting on the matter.

Disclosure must occur immediately before the matter is considered or discussed.

Nil

4 Minutes Confirmation

4.1 Ordinary Council Meeting

Confirmation of the minutes of the Ordinary Council Meeting of the Hobsons Bay City Council held on 9 July 2019 (copy previously circulated).

Recommendation

That the minutes of the Ordinary Council Meeting of the Hobsons Bay City Council held on 9 July 2019 be confirmed.

Motion

Motion

Moved Cr Michael Grech, seconded Cr Tony Briffa:

That the minutes of the Ordinary Council Meeting of the Hobsons Bay City Council held on 9 July 2019 be confirmed.

Carried

5 Councillors' Questions

Cr Wilson sought an update on sculptures that are being remodelled before being returned to their rightful places at the end of Pier Street and at the Racecourse in Altona.

Penelope Winslade, Director Sustainable Communities, advised that progress is being made, but that she would follow up regarding the current status of the sculptures and provide an update to Councillors.

Cr Wilson requested information regarding the success of the previous weekend's initiative for residents and ratepayers to drop off certain recyclables at the Altona Operations Centre.

Penelope Winslade, Director Sustainable Communities, advised that approximately 200 car loads came to drop off recycling at the event on Saturday, with somewhere in the order of 1.3 tonnes received by Council, despite inclement conditions. Ms Winslade advised that, on the basis of feedback from the event, Council intended to roll out the initiative on a weekly basis during the interim holding pattern following the closure of SKM Recycling.

Cr Wilson sought a further update for Council and community regarding the interim recycling situation.

Penelope Winslade, Director Sustainable Communities, acknowledged the difficulty of the situation, given the closure of SKM Recycling and the lack of information as to the possible future of the service. She further advised that Council is working hard on alternatives beyond drop-offs and landfill, while acknowledging that 30 other Councils in the same position are also scrambling for the same limited capacity.

Ms Winslade informed Council of two recent announcements of possible support from the State and Federal Governments. The State Government has announced funding of \$6.6 million, although access is uncertain at this stage. Ms Winslade advised that Council would work to secure a fair share for Hobsons Bay.

The Federal Government has also announced funding for locally based innovation grants; however, nothing further is known at this stage.

Cr Briffa sought clarification on how Council is communicating information about recycling drop-offs to the community, particularly requesting confirmation of communication outside of social media avenues.

Penelope Winslade, Director Sustainable Communities, confirmed that news about recycling drop-offs is being communicated on digital noticeboards and a range of other newsletters, the website, in addition to social media. She added that advertising of the weekly drop-off options will be coming shortly through local papers and other channels.

Cr Hemphill asked a follow-up question regarding the \$6.6 million State Government funding announced. According to Geelong City Council, on average the funding per council would amount to only \$200,000. Cr Hemphill sought confirmation that significantly greater funds would be required to solve the problems Council is facing in this matter.

Penelope Winslade, Director Sustainable Communities, confirmed that \$200,000 would be insufficient, taking on notice specific amounts and noting that it would depend on timeframes.

Referring to a previous motion at the Ordinary Council Meeting on 14 May 2019 to support the operator of the Williamstown Bay and River Cruises ferry service, Cr Hemphill requested an update from Mayor Marsden regarding a recent meeting attended by the Mayor and CEO with Parks Victoria.

Mayor Marsden advised that a meeting was sought with the CEO and Executive Director Melbourne of Parks Victoria to ask about the particulars of the tender process. It was a standard government tender conducted under strict probity conditions, the outcome of which Council had no intention of influencing or changing. Rather, the intention was to ascertain what role a regularly scheduled ferry service running daily from Williamstown could play in the Southbank precinct, and how a berth might be secured for the vessel.

As a result of the meeting, Park Victoria agreed to make a representation to the City of Melbourne, who manage the land side of Southbank, to provide the operator with a berth. However, Mayor Marsden noted that, due to the strategic planning for the area, a permanent berth is currently not possible. A certain number of permanent berths are awarded and then tendered out, with a certain number of casual berths allocated that come under the strategic guidance of the Lower Yarra Ministry Advisory Council.

The intention now is to write to the City of Melbourne and seek out signage there, as well as, with the support of the CEO of Parks Victoria, a relaxed berthing time for the operator to pull up on a casual basis at the times advertised in the schedule for the ferry service to Williamstown.

From a strategic and tourism and economic development point of view, it is important to have an ongoing ferry service from Southbank to Williamstown, and for the service to have a place that people in Melbourne know and recognise as a route to Williamstown to visit places like Scienceworks in Spotswood, along with other tourism offerings near Gem Pier.

Cr Hemphill wished to know whether Parks Victoria had any response with regard to a point raised in the Ordinary Council Meeting of 14 May 2019, being that Williamstown Bay and River Cruises is one of the only ferry operators servicing Williamstown on the Yarra River with a wheelchair accessible boat.

Mayor Marsden advised that the point had been put to Parks Victoria more than once during the meeting. The consistent response was that four out of five of the operators that had successfully won a tender for a permanent berth at Southbank are wheelchair accessible.

Cr Hemphill asserted that the only operator that was not wheelchair accessible, was the operator servicing Williamstown, and suggested that the taxi service also was probably not wheelchair accessible.

Mayor Marsden advised that he did not have an answer to that.

Cr Hemphill asked a follow-up question regarding Parks Victoria's view regarding placing signage for the ferry service, noting that Melbourne City Council's area of responsibility only covered the land from the walkways down to the jetties.

Mayor Marsden advised that Parks Victoria were supportive of placing signage for the operator. However, because it was on the land and outside of their area of operations, they have agreed to write a letter to the City of Melbourne supporting the proposal that would allow for a place where people could go with certainty to find the ferry service.

Cr Hemphill suggested that Council write a letter to Parks Victoria pointing out the issue with regard to wheelchair access among the ferry services operating in Williamstown, and emphasising Council's support of disabled access to Hobsons Bay for visitors.

Mayor Marsden advised that he would gladly write such a letter.

6 Public Question Time

Paul Loughran

Q. Noting the medium to high-density residential development proposed for:

- former Newport Timber Yard on Paine Street (Newport)
- former Caltex Service station site on the corner of Melbourne Road and New Castle Street (Newport)
- former Caltex Storage site on Blackshaws Road adjacent to the railway line (South Kingsville)
- former Don Small Goods site on Blackshaws Road (South Kingsville)
- vacant site adjacent to Sadleirs on Melbourne Road and McLister Street (Spotswood)
- vacant industrial site on Mason Street adjacent to Newport Lakes (Newport)
- vacant industrial site on Nelson Place adjacent to the Titanic Theatre Restaurant (Williamstown)
- vacant industrial site on Kanowna Street adjacent to the Waterline Place (Williamstown)

will lead to increase in traffic carried by Melbourne Road as the main arterial carriageway onto the Westgate Freeway from Williamstown. Can HBCC confirm:

- a. The current daily traffic numbers and forecast daily traffic numbers following the completion of the high density residential development proposed above.**
- b. The current daily journey time and forecast daily journey time following the completion of the high density residential development proposed above.**

A. Individual development sites are required to undertake traffic impact assessments as part of the application process. These assessments consider impacts on the local and wider road and transport network. Any capacity increase or intersection upgrade requirements are taken into consideration and incorporated into the associated planning permits for these developments.

All these development sites have considered or will consider any impacts they may have on Melbourne Road and any other affected transport connections. Should a trigger be met, VicRoads as a referral authority has also considered impacts to Melbourne Road as the responsible road authority.

Council is also working with the Department of Transport and VicRoads on multiple pieces of work including the Hobsons Bay Transport Study and Millers Road / Melbourne Road Corridor Study to maintain a safe and well connected transport network for Hobsons Bay City Council. Traffic counts are currently being captured as

part of this work to taking into consideration the capacity and safety of Melbourne Road.

In addition local area movement plans will be developed over the next two years for the suburbs of Spotswood, Altona North, Brooklyn, Williamstown North and Newport, for the provision of a safe and efficient transport system. Community engagement will be undertaken as a part of the development of these plans.

Paul Loughran

Q. HBCC takes considerable pride in its heritage, in particular the rich array of homes and dwellings that represent the diverse architectural periods including:

- **Victorian Era: 1860 to 1880**
- **Boom Town Era: 1875 to 1890**
- **Federation Era: 1895 to 1915**
- **Edwardian Era: 1910 to 1915**
- **Californian Bungalow Era: 1920 to 1930**
- **Art Deco Era: 1930 to 1950**
- **Contemporary Era: 1950 to 1960**
- **Brick Veneer Era: 1960 to 1980.**

Can Council confirm:

- a. **The architectural era represented by the recently demolished homes and dwellings in:**
 - **21 Durkin Street, Newport**
 - **38 Miris Street, Newport**
 - **36 Woods Street, Newport**
- b. **The number of homes and dwellings that have been demolished within Hobsons Bay as at 1 April to 30 June 2019 and the respective architectural era that these demolished homes and dwellings represented.**

A. The demolition of properties not subject to a heritage overlay do not require a town planning permit. The information regarding the architectural era of these properties would therefore not be available.

Council prides itself on the architectural heritage of the municipality and continues to ensure places of heritage value are adequately protected. This is done through the regular review of the Hobsons Bay Heritage Study. For example, Council is currently preparing a heritage gap study for the Newport Structure Plan area to ensure all properties of heritage significance within this area are appropriately protected.

Rosie Bennett

Q. Item 8.3.4 in the agenda mentions a very laudable commitment to reduce Council's own energy consumption by 70 per cent over the next ten years. It also discusses a pathway for Council operation to be 100 per cent powered by renewable energy by 2030. The item recommends that Council commit to tender to purchase renewable energy, through the Local Government Power Purchasing Agreement (PPA) for 30 per cent of Council's current electricity load. All of our neighbouring councils, and most councils in the region, will be tendering for renewable energy for 100 per cent of their electricity load. Tendering for 100 per cent of Hobson Bay Council's operational electricity would lead to the development of more renewable energy in the grid overall, and would mean that our rates would be funding clean energy, well before 2030. Over ten years, the reduction in greenhouse gas emissions would be large. It is guaranteed that this clean energy would be at a lower cost than business as usual, where other options to meet the council's 2020 Zero Net Emissions target will cost more. Why then isn't Hobsons Bay Council committing to tender for 100 per cent of its current electricity load to be sourced from affordable renewable energy?

A. Council is committed to reducing its overall energy use and achieving its target of Zero Net Emissions by 2020. We want to solve as much of the problem as we can ourselves first by reducing our reliance on the grid, rather than transferring our energy use to someone else to solve.

The report recommends that council commits to purchase a minimum of 30 percent of today's energy use from the PPA for the next ten years. Council expects to reduce 70 per cent of today's grid energy consumption through direct measures over that timeframe.

The terms of the contract and the level of load flexibility for individual councils will not be clear until the contract has been finalised. If council commits to purchase 100 per cent of today's energy level from the PPA, it may be locked in to paying for energy it is not using.

The report notes that depending on the actual terms of the PPA contract that is negotiated, council's first preference would be to purchase 100 per cent of our actual grid energy use from the PPA, with that amount reducing over time as direct measures including solar panels, retrofitting, LED lighting, and future innovations, reduce our energy consumption from the grid.

If that is not possible under the terms of the contract, the other interim alternatives proposed to bridge the offset gap between 30 per cent and our total energy consumption include purchasing green power from another energy retailer, or purchasing carbon offsets.

Rowena Joske

Q. Thank you for producing the film Tidal which powerfully communicates the local impacts of sea level rise in Hobsons Bay. In the film the, statement is made that: "If nothing is done to reduce greenhouse gases within the lifetime of a child born today much of Hobsons Bay will be permanently under water". The reading of the statement is ambiguous and it could imply that we have the lifetime [of my 4 year old son] to reduce emissions. Could council please provide clarification of how much time we have to reduce greenhouse gas emissions in order to avoid the catastrophic impacts of climate change?

- A. The film Tidal is an artwork commissioned by Hobsons Bay City Council with the aim of supporting and encouraging local artists and film makers to provide a new perspective on the impacts of climate change in Hobsons Bay.

The artist used data from a Melbourne Water business as usual scenario of sea level rise in 2100, that is if nothing changes from our current emissions profile.

The International Panel on Climate Change is the international scientific body which establishes the international benchmarks and predictions around climate change. In Australia this information is interpreted by the Commonwealth Scientific and Industrial Research Organisation for an Australian context.

Steven Bogve

- Q. Explain your reasoning for omitting to define all properties within the 400m walkability catchment of Major Activity Centre and Transport Hub (Altona Gate) to GRZ (as a minimum) which in turn would continue to increase the sustainability of the centre with minimal infrastructure constraints.**

- A. Council is applying the New Residential Zones to direct appropriate development to appropriate locations. The Neighbourhood Residential Zone does allow for development, including future subdivision, and will make a contribution to the required future dwelling supply. In addition to the General Residential Zone Council is also applying the Residential Growth Zone in close proximity to Altona Gate Activity Centre, which has as one of its objectives to provide housing at increased densities. The zonings as proposed will allow for the expected dwelling demand for Altona North to be met.

Steven Bogve

- Q. Considering Altona North's expected dwelling demand is increasing from the current 55 homes PA (whilst all GRZ) to 144 homes PA (with reduced GRZ) combined with the heavy reliance on precinct 15 for supply, explain why allowing greater GRZ around activity centres to future proof supply especially if any delays occur to Precinct 15 is not an even better planning strategy.**

- A. Growth is proposed to be directed towards the areas that most strongly align with these criteria. Some of the features that have been weighed up in the Altona Gate area include increased density (RGZ) along Millers Road, the presence of industrial uses adjoining residential zoned land, public transport options (including the absence of a train station) and some pockets of "special character areas" (as identified in the Neighbourhood Character Study).

The Altona Gate Activity Centre and surrounding area will be the subject of a future structure plan, which will further refine the zoning, if required. In addition to this the application of the New Residential Zones will be further tested during the planning scheme amendment process. The community will have further opportunity to provide feedback during this process.

Steven Bogve

- Q. The importance of providing a thorough transparency of the significant changes with the New Residential Zoning to the community is paramount with the community exhibitions being held in late 2014 and 2017-18. Can the Council explain the purpose of the public exhibition in 2014 and provide detail of the content that was displayed in relation to the New Residential Zones**

- A. Council always seeks to be transparent in our community engagement.

Four criteria were used to apply the proposed New Residential Zones in a consistent manner across the municipality: strategic context, environment and amenity (e.g. industrial interfaces, poor amenity), accessibility (e.g. access to train station, bus interchange, activity centre), and built form/character (e.g. heritage, lot sizes, diversity of housing stock, neighbourhood character values).

To apply the new zones councils are required to have the necessary background policy work in place that will influence the location of these zones. Hobsons Bay City Council commenced the preparation of the background work (the Housing Strategy, the Neighbourhood Character Study and the Activity Centre Strategy) in 2014. The background documents to the Neighbourhood Character Study and Activity Centre Strategies were exhibited from August-October 2014 and provided Council with a broader understanding of community views regarding neighbourhood character and activity centres development. Comments received during this time further informed the preparation of the current policy documents. The New Residential Zones were exhibited during a second stage of consultation (September - November 2018), following the completion of the draft Housing Strategy, the draft Neighbourhood Character Study and the draft Activity Centre Strategy.

7 Petitions/Joint Letters

7.1 Petition - Saltwater Wellness Studios Concept

Directorate: Infrastructure and City Services

Councillor Portfolio: Active and Inclusive Communities - Cr Michael Grech and Cr Peter Hemphill

Purpose

To receive a petition, containing 91 signatures in hard copy, and an electronic petition containing 383 signatures. Neither petition includes residential addresses. The petition requests that Council support the proposal for a commercial wellness studio to be built on public open space at Dennis Reserve, Williamstown.

Motion

Moved Cr Peter Hemphill, seconded Cr Michael Grech:

That Council:

- 1. Receives and notes the petition to approve the construction of a commercial wellness studio on public open space at Dennis Reserve, Williamstown.**
- 2. Receives a further report on this matter at a future Council Meeting.**

Carried

Summary

The petition was received on 16 July 2019.

The petition purpose is as follows:

Saltwater Studios Pty Ltd have sought signatures to the received petition in order to demonstrate community support for a proposal to construct a wellness centre on public open space in Dennis Reserve, Williamstown. The petition, which was circulated in hard copy and electronically, has received a total of 474 signatures. A five-page proposal attached to the petition outlines the business proposal and concept for the proposed building and facilities, which comprise a two storey commercial studio complex and swimming pool.

7.2 Petition - Reserved parking for users of Joan Kirner House

Directorate: Infrastructure and City Services

Councillor Portfolio: Integrated Transport - Cr Jonathon Marsden and Cr Sandra Wilson

Purpose

To receive a petition in relation to reserve parking for users of Williamstown Community and Education Centre Inc. Joan Kirner House, 14 Thompson St, Williamstown.

Motion

Motion

Moved Cr Peter Hemphill, seconded Cr Colleen Gates:

That Council:

1. **Receives and notes the petition requesting Council to install reserved parking for 'centre users only' at the Joan Kirner House, 14 Thompson St, Williamstown.**
2. **Receives a further report on this matter at a future Council Meeting.**

Carried

Summary

The petition, coordinated in both electronic form via change.org and hard copy, was received by Council on 15 July 2019.

Two hundred signatures were collected, and 39 submissions were received online.

The petition reads as follows:

"We the undersigned petition ask the Mayor and Councillors of Hobsons Bay City Council to install reserved parking for 'Centre users only' at the Cecil Street frontage, between Thompson Street and Council Lane; and the Thompson Street frontage of Joan Kirner House, 14 Thompson St, Williamstown (Monday to Friday. 9:00 am to 4:00 pm)."

8 Business

8.1 Office of the Chief Executive

8.1.1 Chief Executive Officer - Report on Operations

Directorate: Office of the Chief Executive

Councillor Portfolio: Not applicable

Appendices:

- 1 Chief Executive Officer - Report on Operations - July 2019
- 2 AOC - OCM 9 July 2019
- 3 AOC - CBS 16 July 2019
- 4 AOC - Arts Culture and Tourism Portfolio Advisory Committee - 18 July 2019
- 5 AOC - Environmental Sustainability Portfolio Advisory Committee - 1 August 2019
- 6 AOC - CBS 6 August 2019

Purpose

To provide Council with a regular update from the Chief Executive Officer (CEO) on the recent initiatives and projects undertaken as well as the performance results achieved.

Motion

Moved Cr Sandra Wilson, seconded Cr Tony Briffa:

That Council:

1. **Receives and notes the Chief Executive Officer's Report on Operations, including details of recent issues and initiatives undertaken by the organisation**
2. **In accordance with section 80A(2) of the *Local Government Act 1989 (the Act)* incorporate into the minutes of this meeting the written Record of Assembly of Councillors held on 9 July 2019, 16 July 2019, 18 July 2019, 1 August 2019 and 6 August 2019.**

Carried

Summary

The attached CEO's Report on Operations provides Councillors and the community a regular update from the Chief Executive Officer on key initiatives, projects and performance of Council.

Discussion

The purpose and discussion of this report is to inform Council and the community of recent issues, initiatives and projects undertaken across Council and the municipality. This report is provided on a monthly basis.

8.2 Corporate Services

8.2.1 Financial Report - Year Ended 30 June 2019

Directorate: Corporate Services

Appendices:

- 1 Quarterly Financial Report
- 2 Capital Works Program

Purpose

To present Council with the interim financial results for the year ended 30 June 2019.

Motion

Moved Cr Michael Grech, seconded Cr Sandra Wilson:

That Council:

1. **Notes the interim financial report for the year ended 30 June 2019.**

Carried

Summary

The interim financial report for the year ended 30 June 2019 and a detailed report on the position of the capital works program are attached as appendices.

The financial results are yet to be finalised and are subject to the end of year audit currently being conducted. Council's Audit Committee, at its meeting held on 28 August 2019, will receive and note the financial report for the year ended 30 June 2019, in conjunction with the audited 'draft' financial report.

The interim operational surplus for 2018-19 is \$29.584 million compared to the original operational budget of \$17.011 million.

The increased surplus of \$12.572 million is largely a result of additional income (\$10.623 million) received throughout the year. The most significant relates to the receipt of capital grants that were received earlier than anticipated (\$5.575 million), operating grants -including early receipt of Victorian Grants Commission Funding relating to 2019-20 (\$1.539 million) and monetary contributions (\$1.501 million). Operational expenditure was under budget by \$1.949 million with the most significant saving in relation to employee costs (\$2.714 million).

The result of the Capital Works Program compared to budget is a deficit of \$276,000 after carryovers are taken into account. The deficit has been maintained to a reasonable level despite it including the unbudgeted purchase of a property (\$644,000).

Despite the increased operational forecast surplus, a balanced financial (rate determination) result continues to be calculated. It is pleasing that this balanced result has been achieved despite a reduction of \$3.082 million funding required from the infrastructure reserve for capital works.

Background

The overall financial results show improvements when compared to budget. Whilst the results shows a strong operational surplus, it should be noted that surpluses are expected to fluctuate in future years of Council's Long Term Financial Plan (LTFP). The LTFP has been updated and indicates that Council remains in a reasonable financial position and is financially sustainable in the short term.

When compared to previous financial plans, current and projected income has been dramatically reduced as a result of rate capping and predicted income funding streams such as contributions, operating grants, user charges and fees. Council needs to address these issues, which in turn impacts Council's ability to maintain critical community assets.

Council will continue to monitor the impact of the financial results in relation to Council's overall financial viability. Current long term financial planning includes future forecasts of rating levels increasing in line with the 2.5 per cent cap that will be applied in 2019-20.

8.3 Strategic Development

8.3.1 Response to Petition - Request to Return Hansen Street to Newport

Directorate: Sustainable Communities

Councillor Portfolio: Planning - Cr Tony Briffa and Cr Michael Grech

Appendices: Nil

Purpose

To respond to the petition received from the community requesting that the Altona North and Newport suburb boundary be changed to the middle of Hansen Street.

Motion

Moved Cr Tony Briffa, seconded Cr Michael Grech:

That Council:

1. Consult with the local community including residents and rates payers in Hansen Street in regards to a possible boundary change; and
2. Bring back a report to a future Council meeting about the results of the consultation.

Defeated

Division

For – Cr Grech, Cr Briffa

Against – Cr Gates, Cr Hemphill, Cr Marsden, Cr Wilson

Alternate Motion

Moved Cr Peter Hemphill, seconded Cr Colleen Gates:

That Council:

1. Resolves not to seek to change the Altona North and Newport suburb boundary at this time.
2. Advises the lead petitioner of the response to the petition.

Carried

Division

For – Crs Gates, Hemphill Marsden, Grech, Willson

Against – Cr Briffa

Summary

At the Ordinary Council Meeting (OCM) on 9 April 2019 Council received a petition requesting that the Altona North and Newport western suburb boundary be brought back to the middle of Hansen Street.

The current boundary was created following amalgamation in 1994 and formally Gazetted in 1999.

The petition has documented the following consideration for the suburb boundary realignment; the alignment to Australian Bureau of Statistics (ABS) boundaries, waste collection zones, the draft New Residential Zones and the draft Neighbourhood Character Study. The community also raised issues with the boundary in relation to mail and service delivery, global positioning systems (GPS) services, and housing and insurance prices. Consideration has been given to the issues raised and a conclusion that these issues do not warrant a change of suburb boundary.

Background

Council received a petition consisting of 64 signatures in relation to reviewing the western boundary of Newport.

The petition reads as follows:

“This petition requests that Newport’s western boundary be brought back to the middle of Hansen Street, bringing it into line with its historical location; Australian Bureau of Statistics Boundaries (multiple); Hobsons Bay’s garbage collection boundaries; Hobsons Bay New Residential Zones and Character Precincts and local residents’ wishes.

We, the undersigned, are concerned citizens who urge our leaders to act now to return East Hansen Street to Newport.”

The City of Hobsons Bay was created on 22 June 1994 following the amalgamation of the former Cities of Williamstown and Altona with parts of Laverton and South Kingsville. During this transition there were a number of changes to boundaries driven by the State Government through Land Vic (now known as Land Use Victoria).

The amalgamations were led by the State Government. During amalgamations some suburb boundaries changed, including the eastern boundary for Altona, which previously followed New Street, Hansen Street and Blenheim Road.

The ABS reviewed their boundaries in 1995 to align most of them with the new local government boundaries. Some of these boundaries, including Newport and Altona North are not in alignment through the centre of the road in Hobsons Bay.

In 1997 Council considered name and boundary changes in consultation with the community. Key changes from this community consultation resulted in Laverton South being renamed to Altona Meadows and the extension of the Altona Meadows boundary. There were no changes or requested changes from the community to the Newport and Altona North boundary post amalgamation.

The Registrar of Geographic Names published formal notice of the change of the suburb boundaries in the Victoria Government Gazette on 22 April 1999.



Map 1 -Current Suburb Boundary



Map 2- Proposed Suburb Boundary

Discussion

Residents have raised concerns with the current boundary due to the lack of alignment with ABS boundaries, Council waste collection zones, the draft New Residential Zones, and the draft Neighbourhood Character Precincts. These are further discussed below.

Australian Bureau of Statistics boundaries

ABS boundaries vary in size and are subject to population density for example Mesh Blocks (30 to 60 dwellings), Statistical Areas Level 1 (200-800 people), and Statistical Areas Level 2 (3,000 to 25,000 people).

The ABS boundaries are subject to review every five years as part of the Census cycle. This may result in minor tweaks as population intensifies. The Altona North/Newport boundary is not the only ABS boundary within Hobsons Bay that does not align with the suburb boundary. Given ABS boundaries can change, and do change, it would not be appropriate to align suburbs to ABS boundaries.

Council waste collection zones

The waste collection zone boundaries do not follow suburb boundaries. Currently there is a collection zone that goes down the middle of Hansen Street, however crosses over Altona North and South Kingsville.

Waste collection zones are developed based on the number of households within each zone. This allows for an even spread across the municipality of vehicles and drivers used each day. Routing efficiencies and growth or projected growth are also taken into account when establishing or reviewing waste collection zones. When significant developments come online, such as the Altona North Strategic Development Site, Council may review the waste collection boundaries which could result in changes to zones.

Therefore waste collection zones do not justify a boundary change. A change in a suburb boundary would not change the waste collection zone. It would also not be appropriate to align suburbs based on waste collection zones.

Draft New Residential Zones and Neighbourhood Character Study

The draft Neighbourhood Character Study identifies the existing and preferred neighbourhood character for the city through character types and precincts. Neighbourhood character is based around the types of built form and landscaping within an area as such it is not bound by suburb boundaries and in many cases the same character crosses boundaries. This is the case with this area where both Altona North and Newport are largely Garden Suburban.

The draft New Residential Zones are not based on suburbs rather are informed by the draft Housing Strategy, draft Neighbourhood Character Study and draft Activity Centres Strategy. The application of the New Residential Zones is Council's opportunity to appropriately manage housing growth and change across the city to ensure we are planning for the needs of current and future residents. There is currently a different zone proposed either side of Hansen Street (General Residential and Neighbourhood Residential). This is due to the built form within the area and access to the activity centre. If the suburb boundary was changed this would not change the zones.

The residential zones and neighbourhood character will continue to be reviewed and updated over time. Given this, it is not appropriate to use these to establish suburb boundaries.

The community also raised issues around mail and service delivery, GPS services, housing and insurance prices. These are not issues that would warrant a change of suburb boundary.

8.3.2 Environmental Upgrade Agreements - Service Progress Report

Directorate: Sustainable Communities

Councillor Portfolio: Environmental Sustainability - Cr Jonathon Marsden and Cr Sandra Wilson

Appendices: Nil

Cr Tony Briffa left the Council Chamber at 7:59 pm and was absent for the vote on item 8.3.2.

Purpose

To provide an update on progress of Council's Environmental Upgrade Agreements service.

Motion

Moved Cr Colleen Gates, seconded Cr Sandra Wilson:

That Council:

- 1. Receives and notes the report of the Environmental Upgrade Agreements Service and notes progress to date.**

Carried

Summary

On 11 September 2018, Council agreed to continue to offer Environmental Upgrade Agreements (EUAs) to non-residential properties as an ongoing service.

In 2018 Council entered a five year agreement with the Sustainable Melbourne Fund (SMF), as the program's Third Party Administrator to process applications, provide help-line support and participate in stakeholder engagement activities to promote the program. This service is delivered at no cost to Council.

Council currently has three EUAs in place with two local businesses providing energy, greenhouse and water savings.

EUAs assist Council to achieve objectives within the Community Greenhouse Strategy 2013-2030 and the Economic Development Strategy 2015-2020.

Background

Council has been offering an EUA service since an initial trial was endorsed at the Ordinary Council Meeting on 8 March 2016. In 2018, Council entered a five year agreement with SMF to extend the service.

An EUA is an agreement between a building owner, a bank, and the building owner's local council that facilitates a building upgrade to improve environmental performance. Council's role is to levy the loan repayment using the Council charge system, and to remit the payment, if and when received, to the lender.

Discussion

Hobsons Bay City Council progress

Council currently has three EUAs in place with two local businesses. In April 2017 Council entered two EUAs with a single business. These EUAs have allowed the business to install 49kW of solar power across its two sites in Williamstown North. In September 2018 a second business, located in Altona, signed an EUA with Council for the replacement of laundromat equipment with efficient alternatives and smart controls to save water and energy.

These projects provide a greenhouse gas saving of 122 tonnes per annum, contributing to Council's Zero Net emissions target for the Community in 2030, as well as an annual water saving of 545 kilolitres.

The limited uptake to date of this service is not unexpected as this finance mechanism is relatively new and unfamiliar to businesses. It is an attractive option for some businesses and has provided the opportunity for a number of projects to proceed across Victoria. As more businesses become familiar with this arrangement and its availability, interest and uptake is likely to increase. This service provides one more way in which Council can make it easier for businesses to reduce their emissions. It is for this reason that Council should support continuation of this service.

Service provider update

To date, 31 councils across Victoria offer EUAs and numerous others are in the process of establishing this service. Since the service's inception in 2011 a total of 65 EUAs have been entered into as at 31 March 2019. The service has only been available outside of the City of Melbourne since 2016-17.

The SMF was originally established by the City of Melbourne in 2002. Since then, they have financed over \$30m in environmental upgrades for Victorian businesses. In May 2019, SMF (as Sustainable Australia Fund) secured a significant funding commitment of up to \$200m through Bank Australia. Their services are now available across Victoria, New South Wales and South Australia.

It is anticipated that increased engagement with businesses could result in two new agreements per year. Council will work with Sustainable Australia Fund and WAGA to actively pursue these outcomes. Uptake is dependent upon individual business circumstances, however, this service will add value to any local business that does not have easy access to capital and that wishes to improve its environmental performance.

8.3.3 New Residential Zones: consideration for adoption

Directorate: Sustainable Communities

Councillor Portfolio: Planning - Cr Tony Briffa and Cr Michael Grech

Appendices:

- 1 Appendix 1 - Summary of Submissions and Responses
- 2 Appendix 2 - Post Exhibition Changes to Housing Framework Plan
- 3 Appendix 3 - Final Housing Framework Plan
- 4 Appendix 4 - Housing Strategy 2019 - Track Changes
- 5 Appendix 5 - Activity Centre Strategy 2019 - Track Changes
- 6 Appendix 6 - Activity Centre Brochures - Changes explained
- 7 Appendix 7 - Neighbourhood Character Study 2019 - Track Changes
- 8 Appendix 8 - Neighbourhood Character Brochures - Changes explained
- 9 Appendix 9 - Existing Neighbourhood Character Descriptions

Cr Tony Briffa returned to the Council Chamber at 8:08 pm.

Purpose

To adopt the New Residential Zones suite of policies (attached), including the Housing Framework Plan (HFP), Housing Strategy (HS), Neighbourhood Character Study (NCS) and Activity Centres Strategy (ACS), following extensive community consultation, to strengthen the controls in place to support appropriate growth and development in Hobsons Bay.

Motion

Moved Cr Colleen Gates, seconded Cr Peter Hemphill:

That Council:

- 1. Adopts the New Residential Zones, including the Housing Framework Plan, the Housing Strategy, the Neighbourhood Character Study and the Activity Centres Strategy.**
- 2. Notes that the Newport Structure Plan boundary has been excised from the New Residential Zones and that the zones in this location will be updated through the Newport Structure Plan process.**
- 3. Resolves to progress the preparation of a Planning Scheme Amendment to translate the Housing Framework Plan, the Housing Strategy, the Neighbourhood Character Study and the Activity Centres Strategy into the Hobsons Bay Planning Scheme.**
- 4. Once the Amendment is prepared, request that the Minister for Planning to grant authorisation under Section 8A of the Planning and Environment Act 1987 to prepare and exhibit an Amendment to the Hobsons Bay Planning Scheme.**
- 5. Council resolves to notify submitters of Council's decision, and of the opportunity to participate in the further consultation that will form part of the**

forthcoming Planning Scheme Amendment process.

Carried

Summary

This report recommends Council's adoption of the New Residential Zones for Hobsons Bay. These New Residential Zones represents an essential step in updating the Hobsons Bay Planning Scheme, and ensures development is appropriate across the many different areas throughout the municipality.

Given the parallel development of the Newport Structure Plan and supporting heritage study is well progressed, it is recommended that the area encompassed within the Newport Structure Plan be excised from the New Residential Zones. This will avoid the possibility of two planning changes in a short timeframe, and ensure that there is consistency in heritage and development planning treatment until the Newport Structure Plan has been adopted by Council and implemented.

The New Residential Zones are a foundational "layer" in our Planning Scheme, and will be complemented by an ongoing program of work such as future Precinct Structure Plans, heritage studies, flood mapping, changes in Major Hazards Facilities buffer zones, and other updates that will continue to be made to the Planning Scheme as Hobsons Bay develops and evolves.

In July 2013, the Victorian Government introduced the New Residential Zones, with three zones to be applied in different metropolitan settings. As a transitional step, in June 2014 the State Government applied one of the three new zones, the General Residential Zone (GRZ), to one hundred per cent of residential land in Hobsons Bay. This interim arrangement was applied for many councils while they developed the necessary strategic planning material to inform the application of the three new zones.

The GRZ has a three storey height limit, and has been applied to all residential development across the municipality since June 2014. The current residential zoning, and a heat map of recent residential development, is provided below. See Figure 1. Current General Residential Zone in Hobsons Bay

Ordinary Council Meeting Minutes

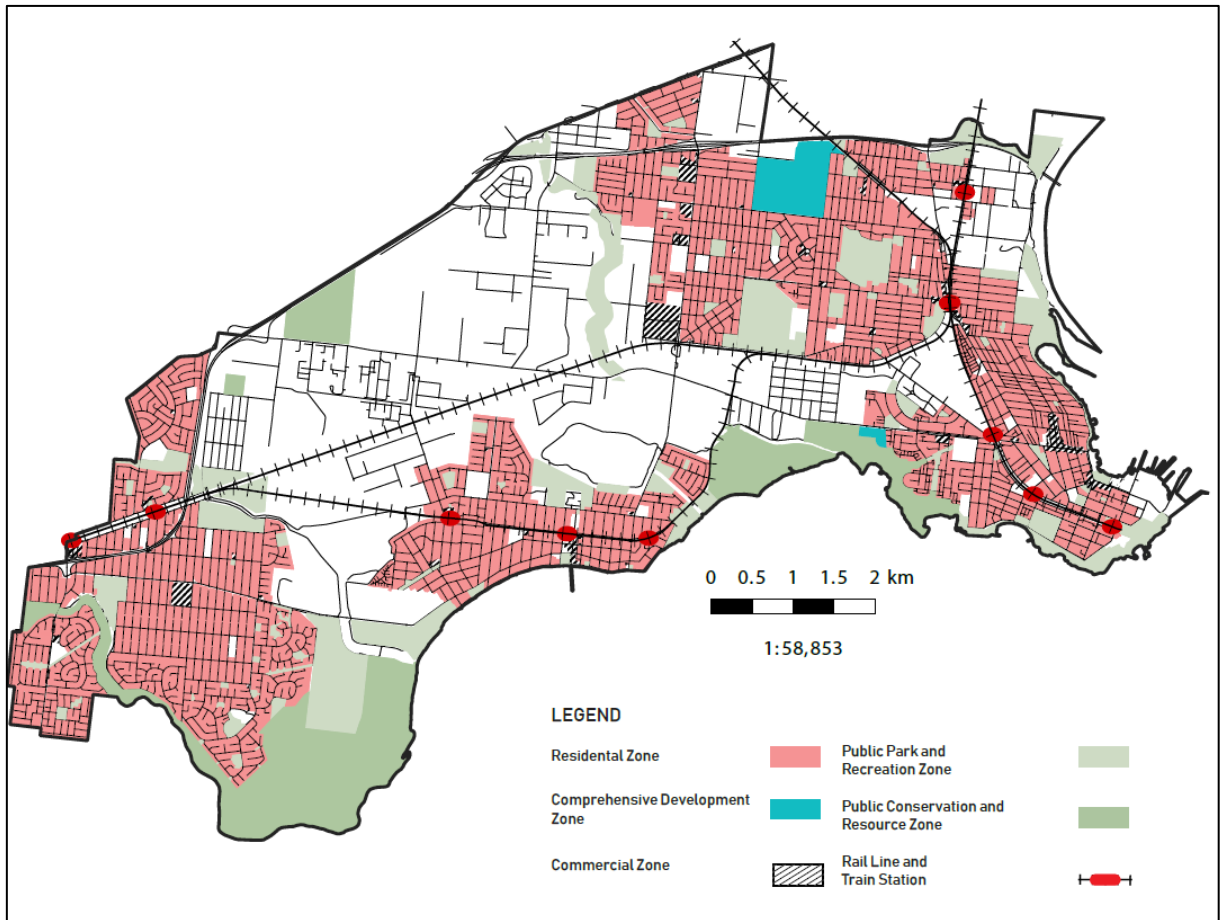


Figure 1. Current General Residential Zone in Hobsons Bay

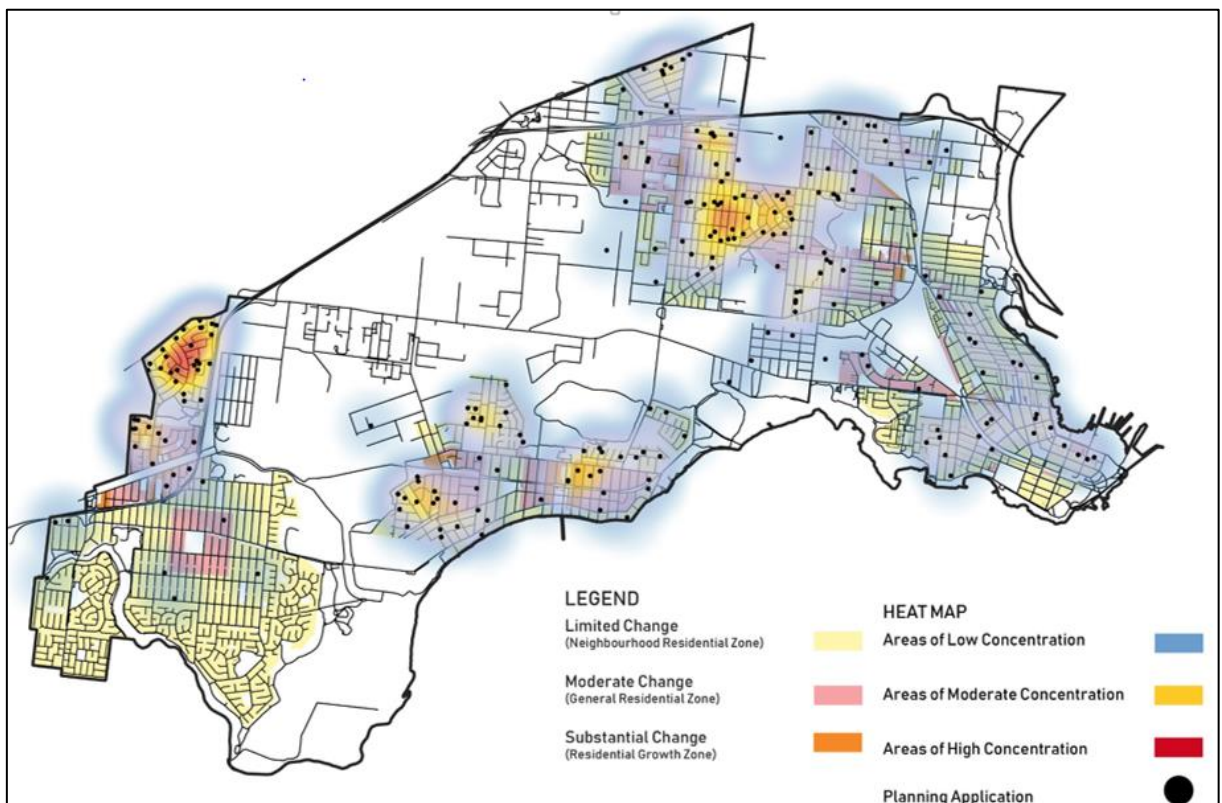


Figure 2: Recent Permit Applications: 2 or more dwellings (Sept 2018 - May 2019)

The three New Residential Zones reflect changing urban development across Melbourne and provide strong controls for councils to direct development. They will establish an up-to-date decision making framework for Council to make decisions on residential development to meet the housing needs of existing and future residents, while also respecting highly valued neighbourhood character. Their adoption will ensure appropriate residential development occurs in appropriate locations in Hobsons Bay, consistent with the expectations of Council and community.

The proposed New Zones package is supported by extensive strategic work which informs which zone to be used and where to apply them across the municipality. The feedback incorporated into the strategic work as part of extensive community consultation is detailed in the Appendices to this report. It includes the Housing Strategy (HS), the Neighbourhood Character Study (NCS), and the Activity Centre Strategy (ACS), which underpin the New Residential Zones, and establish a balanced, consistent and considered application of the zones across the municipality.

The New Zones package proposes the current application of the GRZ to 100 per cent of the municipality to be amended as follows (note the below does not account for the excision of the Newport Structure Plan area):

- the GRZ, which has a three storey height limit, to apply to 21 per cent of the municipality
- the Neighbourhood Residential Zone (NRZ), which has a two storey height limit, to apply to 77 per cent of all residentially zoned land
- the Residential Growth Zone (RGZ), with a default height limit of 13.5m (four storey equivalent), to apply to two per cent of all residentially zoned land

The package incorporates feedback (including 57 submissions) received during the public consultation period when the Draft New Residential Zones were exhibited from 17 September to 9 November 2018. This feedback was considered at the Ordinary Council Meeting on 11 December 2018. The feedback period led to the application of the NRZ to more of the municipality than the original Draft had proposed. A summary of the proposed application of the New Residential Zones is detailed in Figure 3 Proposed Residential Zones following Consultation.

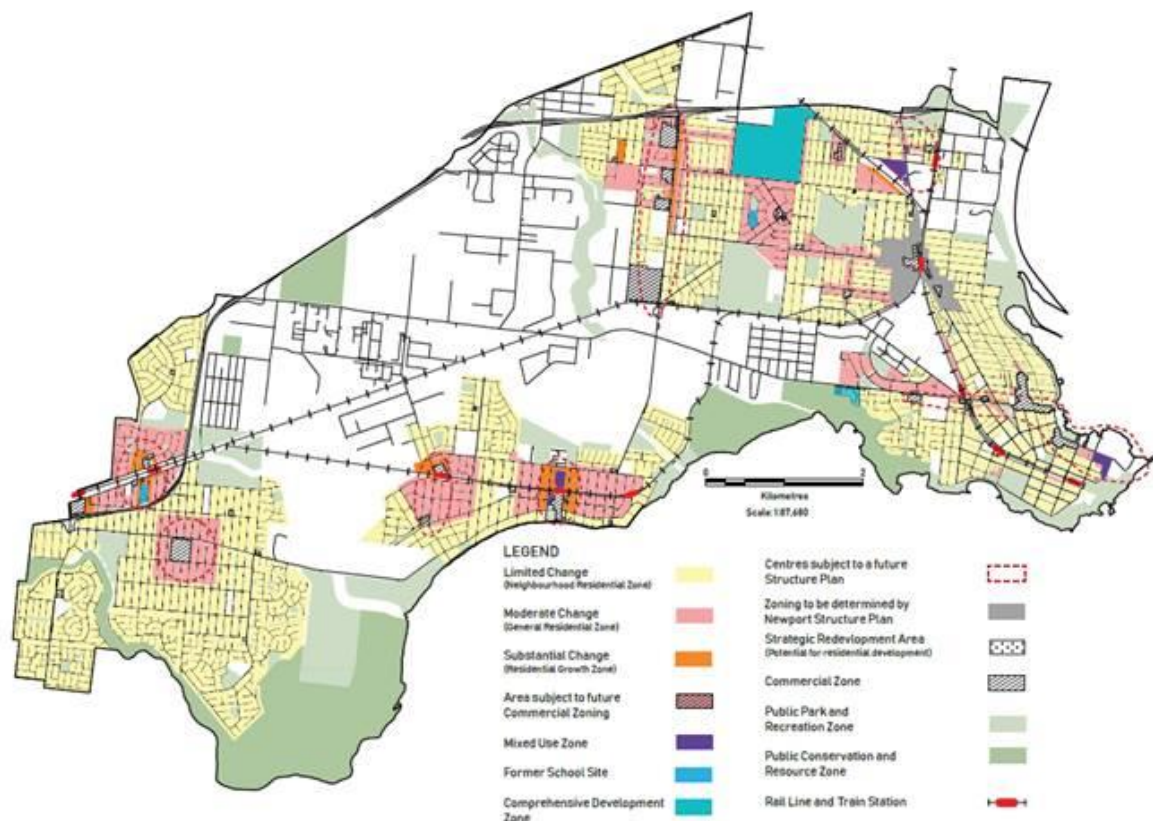


Figure 3: Proposed Residential Zones following Consultation

Once adopted by Council, officers will commence translating the New Zones and supporting policy documents into a Planning Scheme Amendment, for exhibition in early 2020. The Planning Scheme Amendment process will provide the community with an opportunity for further input, and to present to an independent planning panel. The Planning Panel will scrutinise the strategic work undertaken to date.

Background

The Victorian Government introduced the New Residential Zones into the Victorian Planning Provisions in July 2013. On 13 June 2014 the Victorian Government applied the GRZ to 100 per cent of residential land in Hobsons Bay, as a transitional arrangement while strategic work was undertaken. This extensive work has now been undertaken in three supporting strategies: the HS, a new NCS and the ACS. These supporting strategies have been informed by a range of community consultations including formal consultation in late 2014 and 2017-18.

The application of the New Residential Zones represents a major land use planning policy change for Hobsons Bay. This change enables Council to strategically consider and direct where new development should be located based on a range of important factors (discussed in Volume Two of the HS). For example, balancing the need for development near a train station with preserving intact heritage, or limiting density due to proximity to a Major Hazard Facility.

Housing Framework Plan (HFP)

The HFP applies the three New Residential Zones, considering land use opportunities and constraints. The purposes of the New Residential Zones are summarised below:

Residential Growth Zone

- provide housing at increased densities in buildings up to and including four storey buildings
- encourage a diversity of housing types in locations offering good access to services and transport including activity centres and town centres
- encourage a scale of development that provides a transition between areas of more intensive use and development and other residential areas
- ensure residential development achieves design objectives specified in a schedule to this zone

General Residential Zone

- encourage development that respects the neighbourhood character of the area
- encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport

Neighbourhood Residential Zone

- recognise areas of predominantly single and double storey residential development
- manage and ensure that development respects the identified neighbourhood character, heritage, environmental or landscape characteristics

Activity Centres Strategy (ACS)

Activity Centres vary significantly in terms of size, character and function. Plan Melbourne uses a three tiered network of activity centres ranging from the larger Metropolitan Activity Centres to Major Activity Centres and then smaller Neighbourhood Activity Centres. Hobsons Bay currently has both Major Activity Centres and Neighbourhood Activity Centres.

A tailored approach to local activity centre planning and decision-making is required at the municipal level. A networked approach, which groups comparable activity centre types based on a range of criteria, greatly improves the effectiveness of planning and decision-making, advocacy, attraction of investment as well as on the ground action.

The ACS translates Plan Melbourne's typologies to the Hobsons Bay context and further refines the activity centres network by:






- refining the Neighbourhood Activity Centre typology to reflect local variations in size (Large, Medium and Small)
- identifying a new typology of 'Micro Centres' which fall outside the scope of Plan Melbourne
- defining a new typology of 'Enterprise Area' which primarily comprises large format homemaker and bulky goods retailing
- identifying one Future Major Activity Centre (Central Square) and three Future Large Neighbourhood Activity Centres (Precinct 15: Altona North Strategic Site; Spotswood including the proposed McLister Street mixed use development, and Aviation Road Laverton). Structure plans will confirm the role of these centres in the Local Activity Centres Network.


The ACS outlines a vision for Hobsons Bay’s activity centres network, and sets out 11 directions, each of which is supported by policies that apply generally to whole-of Council planning, decision making and advocacy. A set of 13 brochures with guidelines have been designed for individual activity centres within the Hobsons Bay activity centres network.

Neighbourhood Character Study (NCS)

Neighbourhood character is the relationship between the built-form, landscaping and topographic conditions present in the private and public realm. The Hobsons Bay NCS has been updated (last released in 2002). It describes neighbourhood character and the existing policy and statutory context, and through consultation identifies established valued neighbourhood character elements.

Hobsons Bay has a diverse range of neighbourhoods and comprises six main character types. Each character type is created by the different elements including building form, vegetation, colours and materials that contribute to the character of the area.

Type	Description	Example
Garden Court	Generally spacious residential areas located in a garden setting and developed through a curvilinear subdivision. Developed generally between the 1960s–90s. Dwellings are typically double fronted and constructed of brick.	
Garden Suburban	Spacious residential areas located in a garden setting, based on a grid layout. Usually developed in the immediate post-war decades, between 1950s-70s. Dwellings are typically double or triple fronted and constructed of brick.	
Inner Urban	Built form-dominated or compact older residential areas. Dwellings are generally constructed boundary to boundary with minimal front setbacks.	
Urban Contemporary	Residential areas with minimal garden space often related to large infill sites with development providing a positive interface to public open space. Development generally consists of attached townhouses and apartments.	
Waterfront Suburban	Building design is influenced by proximity to the sea. They consist of large, contemporary-styled dwellings which take advantage of waterfront views through upper level balconies and large areas of windows at upper levels. Buildings in these areas use a mix of materials and colours and often have unusual dwelling forms.	

Type	Description	Example
Inner Urban/ Garden Suburban	Display characteristics of both types and character elements can switch between streets.	

The new NCS also identifies special character areas that display strong and consistent character elements. For these areas, investigation of a Neighbourhood Character Overlay could be beneficial, especially to allow control over demolition that cannot be prevented through other neighbourhood character tools. A Neighbourhood Character Overlay would form part of a Planning Scheme Amendment to introduce the new NCS into the Planning Scheme.

The new NCS identifies 28 character precincts across Hobsons Bay, a reduction from the current 42 precincts. Detailed brochures for each precinct provide development guidelines including siting, building form, landscaping, front fencing, colours and material and subdivision for each precinct.

Discussion – community feedback during exhibition

In response to the 2018 consultation, a total of 57 submissions were received. Two main themes emerged:

- concern about over-development – including concerns about the effect of increased housing growth on infrastructure perceived to already be under pressure. The majority of respondents with objections in regards to over-development and building height were from Altona and Newport (west)
- concern about under-development – including concerns around limiting future development opportunities, potential impact on property values and where the preferred neighbourhood character has already been lost to more recent contemporary development. Concerns with underdevelopment were raised by several respondents in Altona, Altona North, South Kingsville, Newport, Williamstown, Spotswood, Laverton and Altona Meadows

The key issues are summarised below.

Over-development

Level of GRZ proposed for Altona

In general, submitters understood the rationale for concentrating residential growth in and around the Pier Street Major Activity Centre (through proposed application of RGZ around the Mixed Use Zone). However, submitters felt that the GRZ has been too widely applied across Altona, disproportionate to the spread of GRZ elsewhere across Hobsons Bay.

Concerns were expressed that the widespread application of the GRZ would result in too many three storey apartments and townhouses which may impact the village feel of Altona, exacerbate parking and traffic congestion issues, and put further strain on drainage and sewerage infrastructure.

Response

The application of the GRZ in Altona was based on a number of criteria including accessibility to train stations and activity centre services, and the availability of land suited to redevelopment opportunities. Concerns regarding the potential for blanket over-development of three storey apartments/townhouses across the suburb is noted. The boundaries of the GRZ were reviewed to identify any opportunities to concentrate density more around the activity centres with train stations.

Changes made

As a result of the review, the following changes have been made to the HFP (see **Appendix 2**):

- GRZ has been generally reduced in Altona to focus more tightly around the Altona Beach Major Activity Centre and Harrington Square Neighbourhood Activity Centre.
- NRZ has been expanded between Harrington Square and Altona.
- GRZ has been changed to NRZ to the south of Blyth Street in proximity of Harrington Square to more tightly reflect walkable catchments.

The GRZ is now proposed to be applied to only 21 per cent of all residentially zoned land within the municipality (3 per cent less than the exhibited plan) and the NRZ, with its two storey height limit, to 77 per cent of all residentially zoned land.

i. Proposed RGZ in Newport west (Durkin/Mirls/Derwent Streets)

There is concern in relation to the proposed application of the RGZ in the pocket of residential development adjacent to the Newport Activity Centre.

Submitters believe that this location is not suited to higher density development because of the heritage value of properties, neighbourhood character, narrow streets, and existing parking issues. In general, submitters understand the need to provide opportunities for medium and higher density development, but consider there are other areas better suited to accommodate new growth than in Durkin/Mirls/Derwent Streets. This is consistent with feedback on the draft Newport Structure Plan, which was exhibited during July and August 2018.

Response

The exhibited draft HS identifies three housing change areas (limited, moderate and substantial) to manage future housing growth and to guide the application of the new residential zones. Proposed housing densities are based on a number of factors, including heritage and neighbourhood character encumbrances and a need to provide more diverse housing near public transport and services. These factors align with the criteria used to determine the application of the New Residential Zones across Hobsons Bay, including what was recommended for Durkin/Mirls/Derwent Streets. In light of the progressed status of the Newport Structure Plan, including a current heritage gap study being undertaken for the study area, it is proposed that the Newport Structure Plan Study Area be excised from the Housing Framework Plan. This will enable Council to consider the detailed planning for Newport, and appropriately apply the new residential zones in accordance with the Structure Plan recommendations.

The planning scheme amendment that will implement the Newport Structure Plan into the Planning Scheme therefore ultimately determine the residential zoning for Durkin/Mirls/Derwent Streets.

Changes made

That the Newport Structure Plan Study Area be excised from the Housing Framework Plan to allow for the detailed planning (including heritage and structure planning) to inform the appropriate suite of new residential zones applicable to the area.

iii. Public infrastructure constraints

Submissions cited concerns regarding the impact of increased housing growth on traffic, car parking and drainage infrastructure, already perceived to be at or over capacity in many parts of the municipality.

Submitters are concerned that upgrades to existing community infrastructure have not been considered when planning for increased housing growth. A particular concern is how the key arterial roads in and out of Hobsons Bay will cope with an increase in residents given current public transport services in the municipality are unreliable and not regular enough.

There is concern that the number of on-site car parking spaces provided for medium and high density developments is inadequate.

Response

Hobsons Bay's population is forecast to increase from 95,395 people in 2018 to 112,642 in 2036. One of the key strategic directions of Plan Melbourne 2050, considered in the policy documents underpinning the New Residential Zones, is the creation of 20-minute neighbourhoods to increase walkability and reduce reliance on vehicles. This includes increasing population density in appropriate locations.

Council will continue to work with the State Government and public authorities to identify and respond to capacity issues. The HFP enables Council to advocate for specific services in areas identified for future growth. Car parking is considered in the statutory assessment of individual development applications, which is informed by the Victoria Planning Provisions.

Council has been developing a range of long term strategic plans for our infrastructure to ensure it meets the needs of the current and future communities. These include an Open Space Strategy, Sports Needs Analysis and the Community Services Infrastructure Plan Council is currently finalising, which looks at community infrastructure needs. Council also has a Capital Works Program to implement a series of plans that considers drainage, roads, footpaths, and open space needs into the future.

Changes made

No changes have been made to the HFP that directly respond to this concern. However, the HS has been amended to include a recommended action relating to Council's role in advocating for better sequencing of infrastructure and housing.

Under-development

Objections due to under-development primarily relate to concerns around property owners feeling like they will not be able to develop their property and/or that a lack of future development potential will impact on their property values adversely.

Under-development was raised as a concern particularly in Altona, Altona North, South Kingsville, Newport, Williamstown, Spotswood, Laverton and Altona Meadows.

Response

There is no pattern in the locations of the lots where submitters were objecting on the grounds of under-development. In many cases, the submitters had property proposed for the NRZ, however this zone does not limit development opportunities.

The application of the New Residential Zones has followed a set of objective criteria applied consistently across Hobsons Bay. The value of property has a number of influences. The proposed application of the New Residential Zones has been developed in accordance with the zone purpose and policies as directed by the Victorian Government.

Changes made

As part of tightening opportunity for increased housing around the activity centres in Altona, additional RGZ has been applied in close proximity to both Altona Beach Major Activity Centre and Harrington Square Medium Neighbourhood Activity Centre (see **Appendix 2**).

The RGZ is proposed to apply to only two per cent of all residentially zoned land within the municipality.

Additional Changes

In addition to changes outlined above, other improvements have been made to strengthen the strategies supporting the new residential zones. These include correcting mapping anomalies, ensuring consistency across all documents, and retaining GRZ immediately surrounding Vernon Street Neighbourhood Activity Centre in South Kingsville to reflect the ACS principle to diversify housing types in this location.

During the review, corrections and updates were also made to the suite of policies supporting the New Residential Zones. This includes amendments to reflect recent changes to the Hobsons Bay Planning Scheme and to recalibrate the Housing Capacity Assessment in the context of changes to the HFP. The latter recalibration still confirms that, under the application of the new zones, Hobsons Bay has adequate supply to meet forecast dwelling demand over the next 20 years.

The NCS has been updated to reflect the changes to the HFP and Housing Capacity Assessment (**Appendix 7**). Individual NCS Precinct Brochures have been streamlined in terms of format and consolidation of design guidelines. Alterations to design guidelines for each precinct improve the clarity of the guidelines. All changes are documented in **Appendix 8**.

The precinct brochures for all 28 NCS precincts have also been redesigned, incorporating the previously separate Design Guidelines for Substantial Change Areas into the brochures for Limited and Moderate Change Areas. These changes will help to consolidate the Design Guidelines for each precinct and improve their transparency. The revised Neighbourhood Character Design Guidelines were modified with input from Council's Statutory Planning Unit to ensure clarity and useability, and are in **Appendix 8**.

The existing characteristics descriptions for each NCS precinct that were included in the exhibited brochures have been partially modified and separated into new standalone documents (see **Appendix 9**). These new documents also explain the local policy history of each precinct area and the changes to precinct boundaries that were originally defined in the 2002 NCS Study and inserted into planning scheme local policy in 2005.

The ACS has been finalised with a couple of minor changes including recognition of 107-115 Blackshaws Rd, Newport as a Micro Centre. The Rifle Range and Williamstown North Activity Centres have been separated out as they were previously presented as one centre. Williamstown North has now been categorised as a Small NAC. The ACS is at **Appendix 5**.

Next steps

Once adopted by Council, officers will commence translating the HFP, HS, NCS and ACS into a planning scheme amendment. Following Authorisation by the Minister for Planning it is envisaged that this evidence based strategic work will be exhibited early 2020. This will provide the opportunity not only for the community to have further input and present to an independent planning panel, but also for the planning panel to scrutinise the strategic work undertaken to date.

8.3.4 Renewable Energy - Power Purchasing Agreement

Directorate:	Sustainable Communities
Councillor Portfolio:	Environmental Sustainability - Cr Jonathon Marsden and Cr Sandra Wilson
Appendices:	1 Appendix 1 - Power Purchase Agreement - Business Case Report - Energetics

Purpose

To update Council on a collaborative Local Government Power Purchase Agreement (PPA) to secure affordable renewable energy from its operations and to seek support to participate in future stages of the Local Government PPA.

Motion

Moved Cr Sandra Wilson, seconded Cr Colleen Gates:

That Council:

- 1. Notes that Council is committed to reducing overall energy consumption by 70 per cent within 10 years through a range of direct renewable generation and energy efficiency measures already underway.**
- 2. Commits to the PPA tender process for 30 per cent of Council's current electricity load, with potential to increase this volume depending on the flexibility of contract terms.**
- 3. Commits to the tender outcome on the basis that the price of the successful tenderer does not exceed future Business As Usual (BAU) electricity pricing as modelled in the Business Case.**
- 4. Delegates authority to the Chief Executive Officer to finalise and execute the Retail Supply Agreement Contract(s), on behalf of Hobsons Bay City Council, subject to the final offer(s) being within the agreed financial limits.**

Carried

Summary

Hobsons Bay City Council is committed to achieving zero net emissions by 2020. The PPA is one element of our strategy to achieve this. Over the next five years Council will be taking the lead in this area, reducing our emissions through installing solar panels on Council buildings, retrofitting existing buildings, installing LED street lighting, and ensuring all future infrastructure is carbon neutral. Within 10 years we expect to reduce our overall energy consumption by 70 per cent, therefore only requiring a residual 30 per cent of today's energy volume from the grid.

In progressing to the next stage with the PPA, Council is committing to purchase green energy through the PPA for the total residual energy required from the grid. The terms of the PPA contract are not yet settled, and the level of flexibility to increase or decrease the

volume of energy purchased is not yet certain. The gap between the committed minimum and today's consumption will be full offset by either (a) increasing the volume HBCC purchases through the PPA (if that is possible within the terms of the contract); (b) purchasing green power from other retailers (which is likely to be more expensive than the PPA but also more flexible); and / or (c) purchasing carbon offsets. This will ensure Council's Zero Net Emissions target is achieved

Council's emissions profile is currently 6,773 tonnes of CO₂-e. To date, Council's primary approach to emissions reduction has been through energy efficiency (building and street lighting) and rooftop solar photovoltaic projects. Current steps are underway to accelerate emissions reduction through:

- an accelerated rooftop solar program across council buildings
- a broad building retrofitting program being rolled out sequentially
- the transition to an electric vehicle fleet
- retrofitting of street lighting to low emissions bulbs

Whilst these projects have been effective in reducing Council's energy use, and the forward program will continue to reduce emissions, there is likely to be a residual level of emission to 'decarbonised' to achieve Zero Net Emissions. This could be achieved through actions such as the purchase of carbon offsets, or green power (including through a bulk purchasing arrangement such as the power purchase agreement).

Hobsons Bay currently receives its electricity supplies through Procurement Australia and the Municipal Association of Victoria (MAV). These contracts supply Council's electricity from non-renewable fossil fuel and are set to expire in 2020.

In November 2017, Victoria's Greenhouse Alliances formed an Energy Procurement Working Group to develop a renewable energy PPA and business case. The aim of the PPA is to encourage the energy industry to invest in large scale renewable generation, and to reduce the cost of this energy through the scale of bulk purchasing.

The PPA business case tested the energy market's potential in terms of the size and load shape of the buyer group, the potential for cost savings, and the market's interest in a mix of accounts – large markets, small markets and street lighting.

The business case found that:

- there is a high level of interest from electricity retailers to supply a PPA to the group
- pricing could be partially fixed or fully fixed
- modelling of the most likely future pricing scenario (based on what is known today) suggests that purchasing energy through a PPA would end up being slightly lower cost than continuing to purchase non-renewable energy from retailers
- renewable electricity would be likely to come from an existing generator through a mix of wind and solar
- councils would not be locked into a specific load requirement however there would be some constraints around load flexibility over the life of the agreement

Councils are now being asked to sign a tender agreement to participate in the tender process. The tender will go to market in August, so Hobsons Bay must make a decision on whether or not to continue with the process at the Ordinary Council Meeting scheduled for 13

August 2019. In signing the tender agreement, Hobsons Bay would be committing to the final contract unless the prices are higher than our current business as usual costs. The contract is anticipated to lock in supply and pricing for a 7-10 year timeframe. There are a number of variables and commercial terms (such as conditions around changing load commitments) which will not be known until the tender is complete.

However, based on the PPA business case and Council's Zero Net Emissions strategy to reduce our overall energy consumption and then offset or purchase green energy for the residual, **it is recommended that Council sign the tender agreement to be part of the procurement process for 30 per cent of Council's current energy consumption.** This recommendation has weighed up a number of factors including environmental outcomes, fiscal responsibility, and flexibility to adapt to future changes in the energy market or technology change, and contributing to the broader environmental sustainability goals of a collaborative group of Victorian councils.

If the contract resulting from the tender allows volume flexibility, it is recommended that the percentage of energy consumption be increased to cover all of Council's current energy use from the grid (and to be reduced over time reflecting reducing demand for energy from the grid). Alternatively, if the contract does not allow volume flexibility, the carbon emissions gap between the amount purchased from the PPA and the total energy HBCC draws from the grid will be addressed through purchasing green energy from another supplier, or through purchasing carbon offsets.

Background

Council's current emissions profile

Council's 2017-18 corporate greenhouse gas emissions were 6,773 tonnes of CO₂-e. The emissions include electricity, gas from buildings, fuel from the fleet, and public lighting.

Table 1 summarises corporate emissions from 2013 to 2018. The impact of emissions reduction works to buildings has led to a 4 per cent reduction in electricity as well as a 68 per cent reduction in fuel.

Table 1: Comparison of emissions from 2013-14 to 2017-18*

	2013-14	2017-18	% Change
Overall emissions	4,540.97	3,772.19	-20%
Electricity	3,328.75	3,186.92	-4%
Fuel	1,109.57	354.16	-68%
Gas	102.47	230.69	125%

*These figures exclude public lighting, which emitted around 3,000 tonnes of CO₂-e in 2017-18

Zero Net Emissions Strategy

As noted, the actions underway to deliver on Council's Zero Net Emissions Strategy will progressively reduce Council's energy and fuel use through solar panels, building retrofits, electric vehicles, lighting upgrades, and the purchase of renewable energy or offsets for residual consumption. An indicative estimate of energy reduction over the next 5 years is outlined in figure 1. Within 5 years Council is seeking to reduce our current emissions by 50 per cent. Figure 2 indicates that within 7-10 years this will be reduced to 25 per cent.

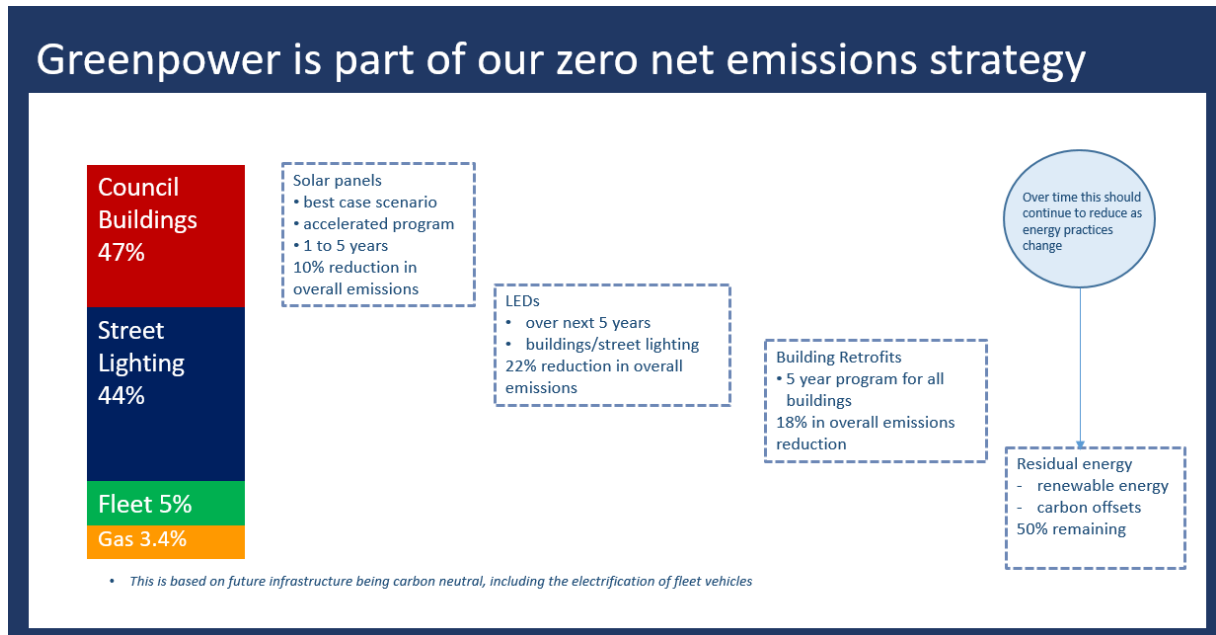


Figure 1: Zero Net Emissions Strategy

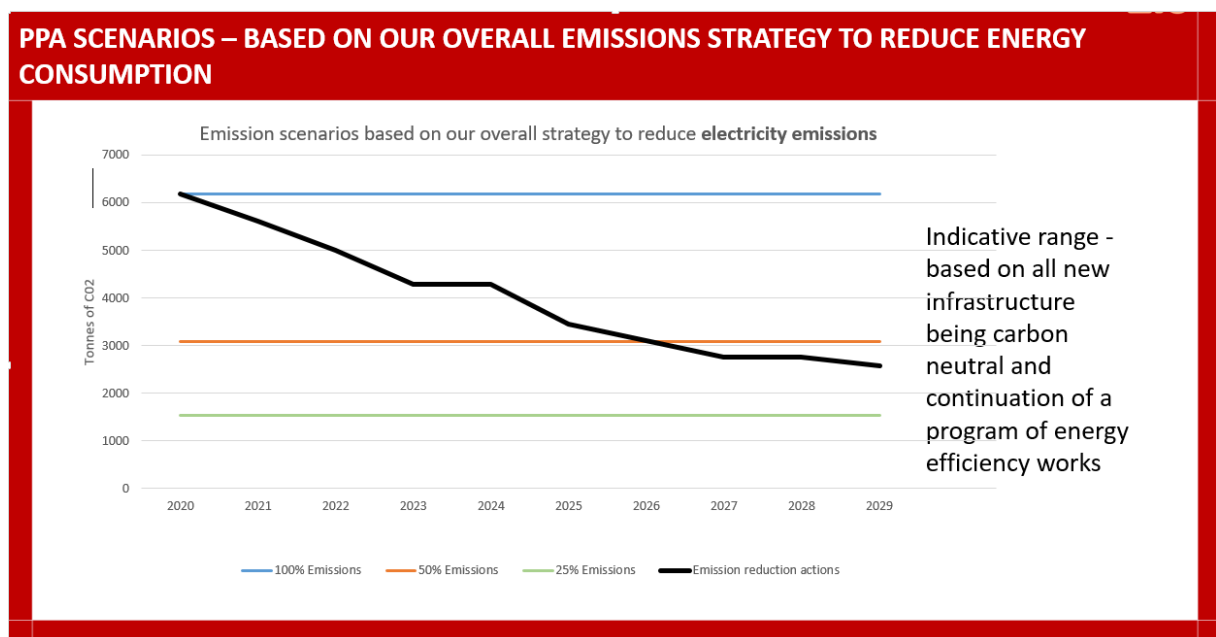


Figure 2: Expected HBCC emissions reduction over 10 years

Local Government Power Purchase Agreement

In November 2017, Victoria’s Greenhouse Alliances formed an Energy Procurement Working Group to develop a renewable energy PPA for all Victorian councils.

The working group (led by Darebin City Council) has:

1. Developed a PPA project brief and risk register
2. Engaged with the energy sector to better understand market conditions and preferences in relation to the PPA model

3. Engaged energy market experts (Energetics) to develop a business case on behalf of the Buyer's Group with include 39 Victorian councils (including Hobsons Bay) to test the viability of the PPA model

The PPA is likely to be the largest in the world and is unique to local government.

Business Case

In May 2019 the Buyer's Group sought an independent business case, analysing the costs and benefits, as well as the risks for councils to enter into a long term PPA to meet their electricity needs. This work was completed by the project's energy advisors Energetics Pty Ltd.

The report's key recommendations, and other important commercial factors to be considered, include:

- members of the Buyer's Group can exit the process now and not continue with the tender and contract process
- members of the Buyer's Group who commit to the tender process are very likely to be locked into the contract, unless the tender price is higher than Council's current business as usual price
- future stages of the project require the Buyer's Group to commit to a medium to long term (7-10 years) electricity contract
- in light of a volatile electricity market, all tender participants will be required to nominate energy loads, as well as pre-authorisation for delegated authorities to sign retail contracts (consistent with current electricity tendering practices)
- PPA offers will come from both new and existing facilities (e.g. wind or solar)
- an upfront price will be established that considers the cost of the PPA offers to a business as usual equivalent
- the more councils in the Buyers Group will lead to a maximised market outcome
- there is potential to provide flexibility to a variety of pricing models however it will not be certain until tenders are received whether individual pricing can incorporate both fixed and partially fixed models
- while a "load flex" model is expected, where individual councils may vary their loads within a total load commitment, it is uncertain how much flexibility there may be in the total load committed to by the group of councils that are party to the contract
- population growth/asset growth will increase energy demand over this period, although the extent to which different councils may offset this growth with energy reduction measures is not clear

Discussion

Bulk purchasing

As part of the Business Case, retailers were asked to assess whether there is adequate interest in the market to supply the Buyer's Group with renewable energy under the PPA. The Buyers' Group 'sweet spot' was identified as: covering all account types (small markets, large markets and street lighting); allowing for price resets to capture variations in the

market; and avoiding market exposure. Five retailers confirmed that their offer aligns with this 'sweet spot' and the level of flexibility offered indicated a willingness in the market to create a tailored PPA that meets the needs of the Buyer's Group.

Traditionally Council has procured its electricity via short term contracts (e.g. 2-3 years) through tender aggregators, such as Procurement Australia and the MAV. Despite the value for money that these contracts attract, the contracts have a high fees and are not immune to market conditions, for example MAV adds a three per cent management fee onto each account. The total cost for the street lighting contract for the 2018 year was \$5,325.49. This contracts is due for renewal in December 2020 and the other two contract are due for renewal in June.

Energy prices are volatile and unpredictable and Council has had exposure in the Australian electricity market through its current electricity contracts. These contracts were entered into on 1 July 2018 resulting in the following price increases:

- a 35 per cent increase in prices for large electricity buildings and facilities
- a 40 per cent increase in prices for unmetered public lighting

Market investment in renewable energy generation

The PPA approach enables Council to take an active role in securing renewable electricity supply. The PPA is complimentary to the capital works program that Council is currently undertaking as the emphasis of the CGS is to reduce the demand for electricity resulting in cost savings for Council. The CGS outlines a best practice approach which involves:

1. Avoid emissions generation
2. Change activities to reduce emissions
3. Switch to less carbon intensive energy sources

A PPA provides Council with the opportunity to invest in the generation of renewable energy whilst providing price certainty and a buffer against market trends. To hedge against uncertainty and to secure better prices and price assurance, there is a growing need for councils to take control of the energy supply component of their electricity costs. This control can be attained by purchasing electricity directly from renewable energy facilities, such as solar and wind farms, through a PPA.

Load Flexibility

Load flexibility is a concern for Council as we embark on significant emission reduction programs. The advice from Energetics is that during the tender development stage there will be an opportunity for each council to amend any given individual account, to plan for notable changes to its electricity load profile and/or consumption requirements. It is anticipated that some councils will not have significant load variation which will allow other councils to have more variation in their demand for electricity. Flexibility however will also be dependent on the final contracts which are yet to be secured.

Modelling of the PPA relative to BAU

The Business Case assessed the value of a corporate PPA and compared this to a business as usual (BAU) scenario. The mid-renewable scenario was considered the most likely over the next ten years. The volume of supply (relative to demand) and the source of supply have an impact on prices, with the next ten years influenced largely by new renewable energy generation coming on line. Price projections have been undertaken for three distinct but plausible scenarios:

- **Low-renewables:** under current policy settings and committed generation projects
- **Mid-renewables:** assuming introduction of both committed and advanced renewable energy projects (most-likely)
- **High-renewables:** assuming introduction of committed, advanced and publicly announced renewable projects

For each of these scenarios, Energetics included the increase in interconnectors' capacity, closure of power stations, changes in generators' bidding strategy, uptake of storage capacity, etc. All scenarios are considered on a neutral demand and renewable energy basis. However it is possible that demand may exceed forecast supply due to, for example, the accelerated uptake of electric vehicles or fuel switching away from natural gas to electricity. In this event, prices under all three electricity price scenarios will increase – if supply is held constant. Energetics advised that the mid-renewable scenario is the most likely based on continued government support and investment in renewable energy as well as a continuation of current trends in relation to the demand for renewable energy.

As part of the development of the Business Case, Energetics modelled two pricing options for the mid renewable PPA:

- **Option 1:** Partially fixed firm price – where a portion of electricity load is priced at a fixed rate for the PPA term (7-10 years). The remainder is re-priced every 2-3 years
- **Option 2:** Fully fixed firm – where the retailer fixes rates for the tenure of the PPA (typically 5-10 years) and removes exposure to market risks

The cost of Council's current electricity usage charges are outlined as BAU in Table 2. The cost of BAU has been modelled for a fixed price or partially fixed price PPA. The prices represent the price of electricity only and not the cost of the service (the poles and wires) which remains constant regardless of the procurement process. Potential savings of \$341,191 were identified in the first year of the PPA through a fixed firm pricing model compared with a comparable \$314,013 of savings from a partially fixed firm price. Long term savings of \$296,356 were identified through the application of the fixed firm pricing model.

It is yet to be confirmed whether the final contract will have the pricing options for fixed or partially fixed.

Table 2: Business case scenario modelling of fixed and partially fixed pricing models against "business as usual" for Hobsons Bay

Years	BAU	Fixed Firm			Partially Fixed Firm		
		PPA	Savings	Percentage change	PPA	Savings	Percentage change
2020	\$2,143,724	\$1,802,533	\$341,191	-16%	\$1,829,711	\$314,013	-17%
2025	\$1,867,958	\$1,802,533	\$65,425	-4%	\$1,844,468	\$23,490	-1%
2029	\$2,095,211	\$1,798,855	\$296,356	-14%	\$2,016,563	\$78,648	-4%

Building upgrade program

Savings outlined in Table 2 do not include savings resulting from environmental upgrades that Council will make to its building portfolio. These upgrades will lead to significant reductions in demand for electricity.

Council is currently considering the most effective and efficient response to reduce its emissions profile from buildings. The aim is to reduce the financial obligations associated

with the purchase of carbon offsets, and more importantly, show the community that Council is committed to addressing climate change.

An environmental upgrade program representing a value-for-money approach to emissions reduction will focus on the buildings with the highest emissions profile. For example, a focus on the top 15 buildings has the potential to reduce 1,087 tonnes of CO₂-e or some 24 per cent of Council's emissions. An investigation is underway to identify a pathway to achieve further emission reductions from Council buildings, particularly through solar PV. In addition, an investigation will consider other energy efficient measures, such as the role of insulation, HVAC heating and cooling systems, ventilation, shading and cooling options.

Key Issues and Opportunities

Key issues to consider are whether the PPA will:

- deliver financial savings and long-term certainty
- achieve carbon neutral (electricity) lower than BUA – (\$7-8/MWh compared to current contracts of \$15MWh)
- have load flexibility – enable the Buyer's Group to have overall load flexibility that can be adjusted annually

The Authority to Proceed commits Council to participate in the tender process and accept the outcomes are within the Pricing Parameters – lower than BAU. The contract length - could be from five (5) and up to ten (10) years. MAV will go to market to enable contracts to be in place for commencement on 01 July 2020

8.4 Infrastructure and City Services

8.4.1 West Gate Tunnel Update Report

Directorate: Infrastructure and City Services

Councillor Portfolio: Integrated Transport - Cr Jonathon Marsden and Cr Sandra Wilson

Appendices: Nil

Cr Michael Grech left the Council Chamber at 8:22 pm, and returned at 8:24 pm.

Purpose

For council to receive and note the current status report on the West Gate Tunnel Project (the Project) and associated initiatives and advocacy activities.

Motion

Moved Cr Sandra Wilson, seconded Cr Peter Hemphill:

That Council:

- 1. Receives and notes the current status report on the West Gate Tunnel Project.**

Carried

Summary

The purpose of this monthly report is to provide Council with an update on the current status of the Project across various aspects in accordance with the governance and decision making framework including property impacts and transactions. The status of Council's committed advocacy activities that specifically relate to the Project, the Sports and Open Space Enhancement Package and the Hobsons Bay Transport Planning Study are also included in this report.

Construction works are well advanced on the Project. The CPB Contractors and John Holland Joint Venture (JV) and West Gate Tunnel Authority (WGTA) continue to seek Council's input into specific project design, community outcomes and approval to access Council land and infrastructure.

A key activity over the past month detailed in this report is the community consultation undertaken for the development of the Brooklyn, Crofts and Donald McLean reserves and the respective pavilion concept plans.

Background

Council has received a number of reports on the development and planning process associated with the Project. As it progresses through the construction phase monthly status reports will continue to be provided. This report provides an update on current Project activities, planned traffic disruptions, items submitted by the WGTA/JV for Council consideration, Council advocacy activities, and updates on working group progress, community communications and engagement and works to be undertaken by Council as a result of the Project.

Discussion

The following figure outlines the current Project related activities along the West Gate Tunnel section:

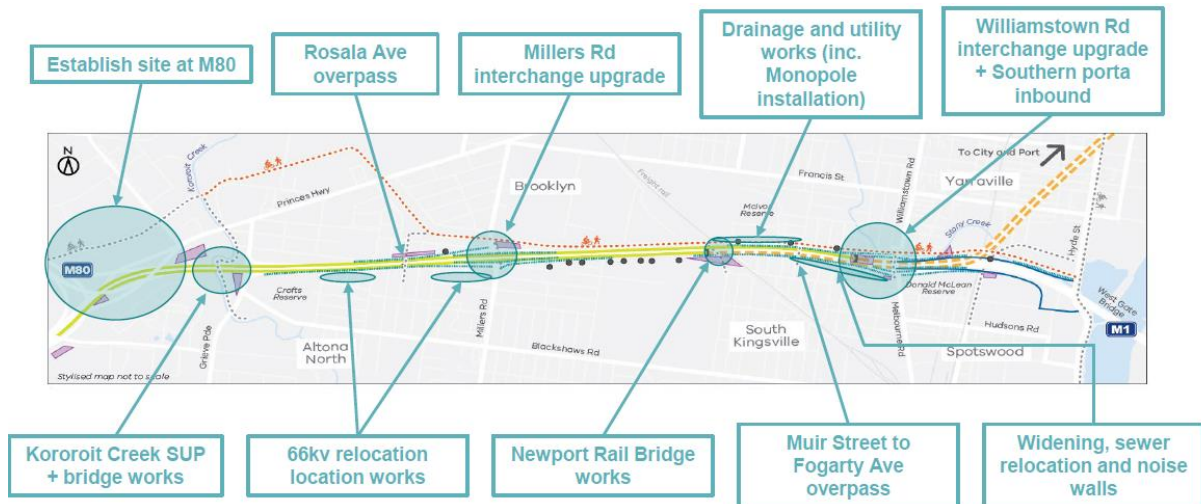


Figure 1 – WGTP Worksites

Construction Activity

Current construction activity being undertaken by the JV in the western section is focused on the areas highlighted in Figure 1 and as outlined below:

- works to widen the West Gate Freeway (WGF) between Chambers Road and Grieve Parade and new noise walls
- construction of retaining walls, bridge structural works including excavations and piling at various locations
- 66KV powerline relocations along southern edge of freeway – currently in Paringa Road
- construction of two pedestrian overpasses at Muir Street and Rosala Avenue
- relocate high voltage power lines to three new monopoles, and one new lattice tower next to the West Gate Freeway west of Kyle Road (adjacent to the Italian Social Club)
- Kororoit Creek and Newport Rail bridge widening works
- Millers Road and Williamstown Road bridge structure widening and traffic lane switches
- preparation for the inbound and outbound (southern) tunnel portal sites
- temporary realignment of ramps at the M80 interchange
- assembly of the Tunnel Boring Machines (TBMs) for commencement of tunnelling

Construction Traffic Impacts

Some night time and freeway ramp closures have been programmed with detailed Traffic Management and Communications Plans to be implemented in the lead up to the closures.

Figure 2 below highlights the current traffic impacts and work locations between Hyde Street and the M80 interchange. Project disruptions can be viewed on the [travel map](#).

Further details are available at: <http://westgatetunnelproject.vic.gov.au/construction/work-notifications/construction-updates>

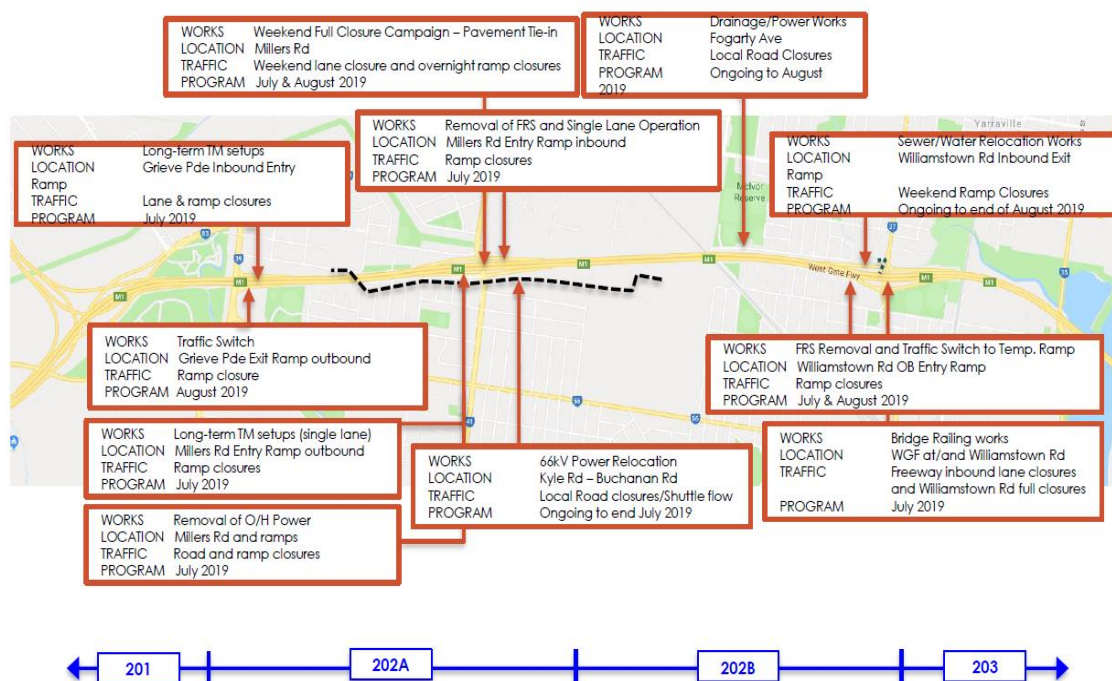


Figure 2 – Current Traffic Impacts

Recent community concerns have been received by Council in regard to the construction truck activity in residential streets in Spotswood and South Kingsville, pedestrian access concerns at the Millers Road interchange and impacts from the temporary power relocation works on The Avenue Reserve. Monitoring of the JV activities in the area will continue to be undertaken.

Council Advocacy

Throughout the design and now construction stages, officers have where possible negotiated outcomes and improvements consistent with the adopted Council position to optimise beneficial community outcomes. A Memorandum of Understanding (MOU) has been established between Council and the Authority to reflect the organisational roles and responsibilities and to support the ongoing resources from the State Government to support officers in project delivery for the term of the Project.

Current advocacy activity includes finalising details for the extension of the Kororoit Creek Trail connection to the existing constructed Stage 2, offset landscaping and tree planting outside the designated Project area and funding details on the Donald McLean combined sports clubs pavilion.

Sports and Open Space Enhancement Package

This Package was endorsed at the Ordinary Council Meeting on 13 February 2018 and is supported by the State Government through a \$5M contribution and \$2.86M Council contribution. The status of the Sports and Open Space Enhancement Package (The Package) is as follows:

Ordinary Council Meeting Minutes

Item	Status
Duane Reserve, Brooklyn - improvements and lighting upgrade	Submissions recently received through the community consultation process have informed the concept plans which will now proceed to detailed design prior to further consideration by Council. Detailed design will be undertaken in the next 2-3 months and construction completion in early 2020.
Brooklyn Reserve improvements	
Rowan Avenue Reserve, Brooklyn improvements	
Pipeline Reserve, Brooklyn (included following initial community feedback)	
WLJ Crofts Reserve, Altona North Master Plan and Works	Community consultation on the concept plans closed on 19 July 2019. Feedback will inform the next design stage prior to further consideration by Council. . Target completion date of works December 2020.
Donald McLean Reserve, Spotswood Master Plan Review and Works	Community consultation on the concept plans closed on 11 July. Minor modifications to the plans resulted, including a small extension of the pavilion floor area and improved screening of the proposed cricket nets adjacent to The Avenue. Detailed design will now be undertaken prior to further consideration by Council. Target completion date of works June 2020.

General issues and comments arising from the consultation on the Brooklyn Reserve Projects Concept Plans included:

- need for more shade and trees
- signage needed at dog park to restrict the drinking of alcohol
- fencing requirements around the playgrounds and need to retain a fence at the rear of the hall
- support for opening up more of the Brooklyn Reserve for open space in the western section (removal of the Frances Sullivan fenced area)
- support for a coffee shop/café to be established at Brooklyn Reserve
- support for lighting at key features in the Brooklyn Reserve e.g. BBQ shelter, dog park, new toilet and lighting linking Cypress Ave with Primula Ave.
- parking provision near Duane and Brooklyn Reserves
- Altona North Soccer Club request for warm up space and concern about parking issues on weekends
- request for a monument for the European migrants arriving in Brooklyn after WW2

- support for creation of more multipurpose spaces in the Brooklyn Community Hall (This will be considered in a separate review of the hall and immediate surrounds).

The Participate page received 280 visits and of those contributing, 86% believe that the concept plans meet their needs for Brooklyn Reserve, 67% for D.N. Duane Reserve and 80% for Rowan Avenue Reserve. A consultation report will be prepared for these projects that includes all comments received, the key issues raised and design responses to these matters.

The Plans for the sportsgrounds will include all infrastructure elements within these Reserves and provide detailed designs for the respective pavilions. The WGTA are engaged in this planning process to ensure impacts as a result of the Project are factored into the designs and consideration given to construction timelines. Summary information of the consultation feedback on concept plans has been prepared and will be available on the Council website.

Hobsons Bay Transport Planning Study

Council and the Department of Transport have commenced the development of an Integrated Transport Plan for Hobsons Bay to be funded by the State Government. WSP has now been appointed as the project consultant and a Draft Transport Issues and Background Paper recognising issues and opportunities previously identified by the community and respective agencies has been prepared as a guide for community engagement.

Data gaps in available traffic and transport information have been identified and relevant data is being sourced for the first three areas of investigation – Grieve Parade, Hyde Street WGTP ramps and a possible additional north-south link. Communication material is being prepared for the upcoming public consultation process.

Transport Corridor Study (Williamstown Road and Millers Road)

The Transport Corridor Study is led by the Department of Transport (DoT) to identify and address key transport issues and impacts in the Williamstown Road and Millers Road corridors resulting from the Project, particularly the proposed increase in truck traffic.

The last meeting of the Corridor Study Group was held on 17 July 2019 for discussion of the multi-criteria assessment used by DoT and the 10 shortlisted options and 42 options for further consideration and development. These initiatives are proposed to be available to the broader community for feedback at a future date.

Further information on the Study can be found at:

<https://www.vicroads.vic.gov.au/newsmedia/2018/changing-traffic-movement-through-melbournes-growing-innerwest>

Community Liaison Group (CLG)

The last CLG West and North combined group meeting was held on 24 July 2019 and included an update on the construction activities, the schools engagement program and actions from the landscape planning workshop held on 5 June 2019. The next meeting of the CLG West will be held on 18 September 2019.

Further information on the CLG including copies of meeting notes and presentation material can be found at: <http://westgatetunnelproject.vic.gov.au/clg/>

Traffic Management Liaison Group

The last meeting of this traffic operations group was held on 3 July 2019 where an update on various traffic management aspects of the project was provided. Traffic monitoring across the network continues and no major issues have been identified. Council officers have continued

to raise community concerns regarding project trucks operating in residential streets in Spotswood and South Kingsville.

Upcoming traffic impacts are included in Figure 2 above and the following link:
www.westgatetunnelproject.vic.gov.au/travel disruptions.

Business Involvement Plan

The Project has social and economic requirements and targets to support local businesses and provide local employment opportunities. An Industry Capability Network has been established with Hobson Bay businesses invited to participate. An online trader directory has been in place since last year, and the JV Business Engagement team have been working closely with the Economic Development team at Council connecting local businesses to Project opportunities.

Community Involvement and Participation Plan

A Community Involvement and Participation Plan (CIPP) is being developed by WGTA which includes state funded grants and a partnership program to fund community led social legacy outcomes and initiatives, e.g. capital projects, community programs and events. The governance structure, available funding and proposed implementation plan is being finalised. The CIPP is expected to be announced in the near future and is proposed to operate over the remaining life of the Project.

The Project is working closely on the public interface for the CIPP with Maribyrnong City Council and Hobsons Bay City Council and are finalising details in regards to the categories and funding. The funding program will be available in various rounds that will occur through the project construction. The governance structure and proposed implementation plan is being finalised and an announcement is expected soon prior to inviting applications from relevant community based clubs and organisations.

Council has agreed to promote and support this program through:

- providing information sessions
- providing a grant writing workshop
- promoting the program on its web/social media through sharing the CIPP links (which are yet to be established)
- organising a small assessment group that provides recommendations back to the Project on successful applications

Inner West Air Quality Community Reference Group

The Inner West Air Quality Community Reference Group (The Group) provides community members the opportunity to provide community insight and input to future improvements for air quality in the inner west. The Group has an initial term of 12 months to provide these services until the end of 2019.

The meeting of the Inner West AQCRG on Monday 24 June 2019 included a facilitated panel discussion on the WGTP tunnel ventilation air pollution control. Panel members were:

- Dr Lyn Denison (Principal Consultant ERM and advisor to the assessment committee during the Environmental Effects Statement (EES))
- Dr Paul Torre (EPA)

- Tim Eaton (EPA)
- Dr Bruce Dawson (Golder Associates)
- A/Prof Lou Irving (Respiratory Physician and expert witness at the EES)

The panel considered questions submitted prior to the meeting, including:

- the types of tunnel filtration and how they work
- the modelling used for the West Gate Tunnel Project's Environment Effects Statement
- the significance of any reduction in air pollution, including diesel exhaust, from a health perspective
- other potential actions the project could take to help reduce air pollution impacts

The Group also agreed that further information would be required to accurately determine the efficacy of tunnel filtration and to compare it to other potential recommendations.

The last meeting of the Group was held on 15 July 2019 with invited experts presenting on dust and its impact on air quality.

Further information can be found at: <https://www.environment.vic.gov.au/sustainability/inner-west-air-quality-reference-group>

Air quality monitoring for the project has been established at six Ambient Air Quality Monitoring Stations (AAQMS) to develop a baseline of data from current local conditions (see below). This baseline will be used to measure any changes once the project tunnel opens in 2022. Monitoring will continue for up to 5 years following the opening. The latest air quality report for May 2019 has been published on the West Gate Tunnel Project website, refer to links below.

- Webpage link: <http://westgatetunnelproject.vic.gov.au/about/keytopics/tunnel-ventilation-and-air-quality>
- Direct link: http://westgatetunnelproject.vic.gov.au/_data/assets/pdf_file/0008/380366/West-Gate-Tunnel-Project-Ambient-Air-Quality-Monitoring-Report-May-2019.pdf

Strategic Alignment

This report specifically addresses the following priorities of the Hobsons Bay 2030 Community Vision:

Priority 2: Community wellbeing and inter-connection

Priority 3: Growth through innovation, access to local jobs, technology and education

Priority 6: An accessible and connected community

This report specifically addresses the following goals and objectives of the Council Plan 2017-21:

Goal 1: An inclusive and healthy community

- 1.3 Ensure all community members will have access to quality community, sport and recreation facilities, cultural experiences and open spaces to encourage a healthy and active lifestyle

Goal 2: A great place

- 2.5 Work with all levels of government and other stakeholders to improve our transport network and to address gaps and capacity in public transport, our roads, foot paths and cycle routes

Goal 3: A well designed, maintained and environmentally sustainable place

- 1.2 Deliver and maintain well-designed, accessible and environmentally sustainable community assets

Goal 4: A Council of excellence

- 4.1 Collaborate with all levels of government, service providers, not for profit organisations and the private sector to address the concerns of our community

Policy and Previous Council Reports

On 26 August 2016 Council adopted the updated Hobsons Bay Position and Recommendations for the Western Distributor Project. The adopted position included Hobsons Bay Project Requirements, Principles, Objectives and Performance Measures for the Western Distributor Project.

The Principles are:

1. An efficient, integrated and sustainable transport network outcome.
2. Positive liveability, amenity and community wellbeing outcomes.
3. An environmentally responsible project.
4. A genuine commitment to consult with the community.
5. A value for money outcome.
6. Planning for future growth.

Several Council policies and strategies were considered in the establishment of the adopted position on the Project and have been considered to inform the design and (EES). Council has received numerous reports regarding officer assessments of the Project design development, community engagement and advocacy activities undertaken in response to the Project.

Legal/Statutory Obligations/Risk

Legal and statutory obligations and risks have been identified throughout Council's review and input to the Project. These obligations and opportunities will continue to be monitored and assessed.

A report and formal submission on the preferred design and EES was adopted by Council at the Ordinary Council Meeting held on 27 June 2017. This report considered legal, risk and statutory obligations for the Project. A statutory process for the acquisition of Council land has commenced.

Financial and Resource Implications

Significant Council officer time has been committed in responding to the Project requests for advice, information and comment. Design packages are still being reviewed and frequent requests are being received now that construction is underway.

An MOU has been established between Council and the WGTA to reflect the organisational roles and responsibilities and also to support the ongoing resources from the State Government in support of Council officers in project delivery for the term of the Project.

Environmental/Social/Economic Impacts

The environmental, social and economic impacts of the Project to the Hobsons Bay community have been described in detail through the EES and will be monitored and mitigated through the implementation of the Environmental Performance Requirements (EPRs) for the Project. Local procurement, jobs and business development is a project objective as described in the Business Involvement Plan section above.

The Independent Reviewer and Environmental Auditor's (IREA) latest six monthly audit report has been released. This report summarises the Environmental Audit findings for the West Gate Tunnel Project. It covers the construction period from September 2018 to February 2019. This is the second IREA report. The IREA report is required to be issued biannually to the Victorian Minister for Planning, and made available to the public on the Project website.

The IREA has been appointed to provide independent oversight of design engineering, construction, program and environmental performance of the Project. The IREA undertakes audits and surveillance of Project activities to assess whether conformance with Project requirements are being achieved. This includes the EPR's issued by the Minister for Planning in December 2017. Construction on the Project has been underway since March 2018. The report covers the key activities undertaken on the West Gate Freeway, northern (tunnel) portal, southern portal, North Yarra Main Sewer (NYMS) diversion, Footscray Road, and other utility service works.

The key findings of the report are that the Project Co is currently meeting its obligations under the Strategy. There were several minor observations made around the Project Co's involvement in closing out IREA findings and in facilitating update and improvements to the Construction and Environmental Management Plan (CEMP) and sub-plans, and the need to clarify its responsibilities in relation to Emergency and Incident Response Preparedness. No non-conformances were raised with the Project Co during the Strategy Audit. In the second six-month period 75 of the 117 EPRs were audited by the IREA, with 111 EPRs audited during the last twelve-month period. The remaining six EPRs relate to pre-operational and operational requirements and are not relevant to this stage of the works.

The findings arising from the reporting period by the IREA has not identified any immediate significant or material risks to the environment. The latest available IREA report on the Project can be viewed at:

http://westgatetunnelproject.vic.gov.au/_data/assets/pdf_file/0006/376431/WGTP-IREA-audit-report-September-2018-February-2019.pdf

Consultation and Communication

The Project includes a detailed consultation and communication process. The Project EPR requires the development of a Communications and Community Engagement Plan which links closely with the proposed EPR's requiring a Traffic Monitoring and Management Plan, Business Involvement Plan and the CIPP.

Notifications to directly impacted areas prior to works commencing have been ongoing. Council has been assisting in sharing information on planned traffic disruptions through its website and social media. Complaints received by Council in relation to construction activity have been minimal. Recent communications have been undertaken in relation to works at the ends of residential streets off The Avenue in Spotswood and South Kingsville, Emma McLean Kindergarten in relation to the proposed temporary noise wall in Hall Street and with the Brooklyn community, Donald McLean and WLJ Crofts Reserves Sports Clubs in conjunction with the improvement plan development.

Officer Declaration of Conflict of Interest

Section 80C of the *Local Government Act 1989* requires members of Council staff and persons engaged under contract to provide advice to Council, to disclose any direct or indirect interest in a matter to which the advice relates. Council officers involved in the preparation of this report have no conflict of interest in this matter.

8.4.2 Response to Petition - Safe Crossing for the Millers Road/Kororoit Creek Road Intersection

Directorate:	Infrastructure and City Services
Councillor Portfolio:	Integrated Transport - Cr Jonathon Marsden and Cr Sandra Wilson
Appendices:	1 Petition - Safe Crossing for the Millers Road and Kororoit Creek Road Intersection

Purpose

To provide a report which responds to a petition received on 26 April 2019 requesting for Council “to directly lobby the State Government and VicRoads to create a safe crossing for pedestrians and cyclists across all sides of the Millers Road and Kororoit Creek Road intersection”.

Motion

Moved Cr Tony Briffa, seconded Cr Sandra Wilson:

That Council:

- 1. Continues to advocate to the State Government and VicRoads for pedestrian and cyclist improvement works at the intersection of Millers Road and Kororoit Creek Road Altona**
- 2. Advises the lead petitioner of the proposed action.**

Carried

Summary

A petition (Appendix 1) was received on 26 April 2019 requesting for Council “to directly lobby the State Government and VicRoads to create a safe crossing for pedestrians and cyclists across all sides of the Millers Road and Kororoit Road Intersection”.

Both of these roads are under the management of VicRoads and have been incorporated into both the Williamstown Road/Millers Road Westgate Tunnel Impact Corridor Study and Hobsons Bay Transport Study. As a key stakeholder in both of these pieces of work Council has previously advocated for pedestrian and cyclist improvement works to be incorporated at the intersection of Millers Road and Kororoit Creek Road as a key action and will further advocate directly to State Government and VicRoads regarding this issue.

Background

The Hobsons Bay Integrated Transport Plan 2017-2030 was developed to deliver a sustainable movement network for the community of Hobsons Bay. One of the key issues identified in the development of this plan was poor modal split and pedestrian/cyclist connectivity at the intersection of Millers Road and Kororoit Creek Road. A strategic action to overcome these concerns was for Council to advocate to the appropriate authorities for improved pedestrian and cyclist safety at this intersection. Council has previously made efforts to advocate to the appropriate authorities in relation to this issue.

Discussion

Millers Road and Kororoit Creek Road is managed by VicRoads, with the upgrade of these roads falling under their operational responsibility. Advocacy to VicRoads and the State Government has previously been undertaken by Council and further advocacy will occur for pedestrian and cyclist safety improvements at this intersection.

This intersection will also be considered for improved operational and safety improvements in the following strategic pieces of works that Council is a stakeholder in.

Hobsons Bay Transport Planning Study

Council has commenced, with the Department of Transport the development of an Integrated Transport Plan for Hobsons Bay to be funded by the State Government. The project consultant, WSP has now been appointed and a Draft Transport Issues and Background Paper defining issues and opportunities previously identified by the community and respective agencies has been prepared as a guide for community engagement.

The Hobsons Bay Transport Planning Study, to be completed by early-mid 2020, will consist of three key deliverables:

1. An evidence based transport study to be used as a working document;
2. An implementation plan with mutually agreed interventions to be identified by the study, and projects to proceed to a business plan for endorsement by government; and
3. An advocacy document for Council which will include items that may not align with current State Government policy.

As part of the study, the intersection of Millers Road and Kororoit Creek Road will be investigated to determine the infrastructure requirements to facilitate improved pedestrian and cyclist safety.

Transport Corridor Study (Williamstown Road and Millers Road)

The Transport Corridor Study is led by VicRoads to identify and address key transport issues and impacts in the Williamstown Road and Millers Road corridors resulting from the West Gate Tunnel Project, particularly the proposed increase in truck traffic.

As part of the Study, the intersection of Millers Road and Kororoit Creek Road will be investigated to determine the infrastructure requirements to facilitate improve pedestrian and cyclist safety.

8.4.3 Response to Petition - Repair of Footpath outside 7 Challis Street Newport

Directorate: Infrastructure and City Services

Councillor Portfolio: Integrated Transport - Cr Jonathon Marsden and Cr Sandra Wilson

Appendices: 1 Petition - 7 Challis Street Newport

Purpose

To provide information to Council in response to a petition received seeking the replacement of a footpath outside of 7 Challis Street Newport.

Motion

Moved Cr Peter Hemphill, seconded Cr Sandra Wilson:

That Council:

- 1. Receives and notes the planned investigation of the cause of the subsided footpath in front of the property.**

Carried

Summary

A petition (Appendix A) was tabled at the Ordinary Council Meeting on 14 May 2019 requesting Council repair the footpath directly in front of 7 Challis Street, Newport. Council officers inspected the footpath and found that it has subsided however there are no defects requiring rectification by Council under the current Road Management Plan.

Contact has been made with the lead petitioner and resident at this location and it has been agreed that investigation work be undertaken in September 2019.

Background

The petition was tabled at the 14 May 2019 Ordinary Council Meeting. The petition reads as follows:

“We understand that the Hobsons Bay City Council is responsible for the good condition and good repair of the footpaths in Challis St, Newport.

We would like the Council to repair the footpath directly in front of 7 Challis St Newport to a safe condition as soon as is reasonably possible and before a serious accident occurs”.

Council officers undertook an inspection which indicated the footpath, front fence and neighbouring vehicle crossing have subsided. Some minor repairs have been undertaken to repair some cracks and uneven ground in the past. The subsidence remains however there are no defects requiring rectification by Council under the current Road Management Plan.

Leaking underground services are often the cause of subsidence and this property has a water and sewerage connection directly under the affected area. The most likely cause of the

issue is the underground services leaking meaning that the property owner would be liable for the repair of the damage caused.

It is proposed to expose the area for repair and determine the cause of the damage after which two courses of action will be taken:

1. Should the services to the property be shown as the cause of the subsidence Council's assets (footpath) will be repaired and invoiced to the property owner. No repairs to private assets will be undertaken (sewer, water, front fence).
2. Should the service be intact, all affected assets will be rectified at the time, and repairs to private assets (front fence, garden) will be referred to Council's insurance process for rectification.

This course of action is supported by the resident who requested that it is undertaken in September 2019.

Discussion

The resident from this property has been contacted to advise them of this proposed course of action which is consistent with regular enquiries the operations team receive.

The resident is understanding of the process and the need to ensure that their assets have not contributed to the issue. As the resident would not be available in the short term, the works to expose this area have been programmed at a time which is suitable for them to allow repair works to be arranged to the assets servicing their property, should this be required.

The residents can report all maintenance related matters through the Snap Send Solve app or by contacting Council's Customer Service Centre on 9932 1000.

Strategic Alignment

This report specifically addresses the following priorities of the Hobsons Bay 2030 Community Vision:

Priority 6: An accessible and connected community

This report specifically addresses the following goals and objectives of the Council Plan 2017-21:

Goal 2: A great place

- 2.5 Work with all levels of government and other stakeholders to improve our transport network and to address gaps and capacity in public transport, our roads, footpaths and cycle routes

Goal 3: A well designed, maintained and environmentally sustainable place

- 3.2 Deliver and maintain well-designed, accessible and environmentally sustainable community assets

Goal 4: A Council of excellence

- 4.1 Collaborate with all levels of government, service providers, not for profit organisations and the private sector to address the concerns of our community

Policy and Previous Council Reports

There are no previous Council reports that have been considered in relation to this matter.

Legal/Statutory Obligations/Risk

The location has been inspected and does not trigger intervention levels under the Road Management Plan therefore there is minimal risk with waiting until September 2019 to expose the issues and rectify the footpath.

Financial and Resource Implications

Council has committed resources within the operational budget to inspect defects and arrange rectifications works to footpaths.

If services to the property are shown as the cause of the subsidence Council's assets (footpath) will be repaired and invoiced to the property owner. Repairs to private assets will be the responsibility of the property owner.

If the services are intact, all affected assets will be rectified at the time and paid for by current operational resources. Repairs to private assets (front fence, garden) will be referred to Council insurance process for assessment.

Environmental/Social/Economic Impacts

Improved surface of the footpath will assist pedestrian safety and have a positive impact on the people residing in the street.

Consultation and Communication

Contact has been made with the lead petitioner and resident to advise them on the course of action that is consistent with similar enquiries. The resident is satisfied with the response and proposed course of action.

Officer Declaration of Conflict of Interest

Section 80C of the Local Government Act 1989 requires members of Council staff and persons engaged under contract to provide advice to Council, to disclose any direct or indirect interest in a matter to which the advice relates.

Council officers involved in the preparation of this report have no conflict of interest in this matter.

9 Delegates Report

Directorate: Corporate Services

Purpose

To consider reports by Councillors who have been appointed as delegates to Council and community committees.

Motion

Moved Cr Peter Hemphill, seconded Cr Tony Briffa:

That Council:

1. Receives and notes the recent Delegates Report.

Carried

Delegates Report - Metropolitan Transport Forum

Councillor Delegate: Cr Jonathon Marsden

Date of Meeting: 5 June 2019

A presentation was given on key transport projects from the 2019-29 Victorian State Government Budget. There were a number of significant projects funded including Suburban Rail Loop project investigations, North-East Link, and 25 additional level crossing removals. Other projects include \$2.1 million on bus service upgrades state-wide. The \$150 million State Government commuter car park upgrade project was not listed but was raised through a recent press release (NB: this is separate from the recent Federal Government \$500 million election commitment for commuter parking).

A presentation was given on the outcome of the City of Melbourne's consultation on the Draft Transport Strategy 2030. The consultation ran smoothly with most responses recognising the increased role of pedestrians and an appetite for more of the "little streets" and engaging laneways that are synonymous with inner-city Melbourne. Focus areas in the strategy include:

- the growing challenge of congestion on crowded footpaths
- the change in the nature of travel to the city, with pedestrian trips now the most common and fastest growing mode of travel within the Hoddle Grid
- the challenge of managing the 43 per cent of through vehicle trips in the Hoddle Grid
- recognition of Melbourne Metro 2 as the highest priority advocacy objective

Delegates Report - Metropolitan Transport Forum

Councillor Delegate: Cr Jonathan Marsden

Date of Meeting: 3 July 2019

The Minister for Public Transport and Ports and Freight presented on the budget commitments of the Victorian State Government. Several major projects are under way including: the Metro Tunnel; Suburban Rail Loop; Melbourne Airport Rail Link; Geelong Fast Rail; and the Western Rail Plan. Whilst components of these projects are to be implemented in the west of Melbourne, their alignment is still to be determined, particularly the Airport Rail Link between Sunshine and the City and its links to Geelong via the Regional Rail Link. Details will be provided in business cases due in 2020. Works that can have an impact on the Melbourne Metro 2 include upgrades to signalling at Clifton Hill and the new Parkville Station interchange.

The Minister is seeking to utilise buses more effectively as they provide a more flexible, means of transport, are able to boost service levels quickly, and do not require as much investment. 100 new buses will replace and modernise the ageing state-owned bus fleet used on Transdev routes whilst 50 hybrid buses will be deployed, including in Melbourne's west. The Minister indicated that the second half of 2019 will see a boost to bus and train services and noted the success of the 'World of Melbourne by Bus's marketing campaign which saw a 20 per cent increase to patronage in the Footscray area.

Technology was another focus with real time data on public transport now being shared with providers, such as the RACV Arrivo app, along with ride share operators to assist with first and last mile transport options. Other technology solutions include: sensors on buses and trams to better track patronage data for fare avoidance and the free tram zone; traffic light prioritisation for trams; and control centre upgrades to predict and manage delays and congestion on the network.

Freight was the final topic. Investment is under way to enhance the link between the Port of Melbourne and intermodal terminals at Somerton and Altona through the Port Rail Shuttle projects aimed at taking trucks off the road and lowering freight costs. A business case for the Port of Melbourne on-dock rail solution, which would further integrate rail and port side logistics, is currently before the State Government. It was noted that within the Maribyrnong Council area there will be changes to truck bans based on the Euro rating of vehicles so those with newer and cleaner engines are provided with increased access.

Advocacy

A Bus Forum is planned for 2 October 2019 to coincide with the Metropolitan Transport Forum meeting. The meeting will focus on bringing together relevant stakeholders to encourage a step-change on the role of buses in Melbourne's public transport system. A Metropolitan Transport Forum Strategy Day will also be held on 20 July to plan how the Forum develops into the future. It was flagged that membership fees may increase to continue the Forum in its current state.

Delegates Report - LeadWest

Councillor Delegate: Cr Angela Altair

Date of Meeting: 12 June 2019

The July meeting of the LeadWest Board was hosted by Brimbank City Council, Room 4.1, 301 Hampshire Road, Sunshine. The meeting was attended by Cr Sandra Wilson as an observer. The following business was progressed:

a. LeadWest Structural Transition

A progress report was tabled on the LeadWest Structural Transition.

The deregistration of LeadWest is progressing in accordance with the advice provided to Board members in the update of 20 May 2019.

Mills Oakley have advised that the de-registration notice to ASIC cannot be submitted until the financial reports are signed off by the Board. Crowe Horwath, auditors, have advised that the earliest the reports can be presented to the Board will be on or around 19 August. A Board meeting will be scheduled as soon as is practicable once the audit is complete.

b. WoMEDA Quarterly Report

The WoMEDA quarterly report was tabled outlining the progress of the work against the agreed projects and milestones.

c. Federal Election Advocacy Update

The Board were provided with an update on federal advocacy activities.

d. City Deal

City Deal advocacy was discussed at length representations were made by Board Members to. Ensure the West is well represented.

Delegates Report - Arts, Culture and Tourism Portfolio Advisory Committee

Councillor Delegate: Cr Colleen Gates

Date of Meeting: 18 July 2019

A short update was provided about upcoming arts and events programming and key initiatives including Hobsons Bay participation in the Open House Melbourne program.

The committee then commenced working together on its Experience Hobsons Bay project, to develop knowledge and insights on “Visitor attraction, place making and presentation, what do you love about our city and what needs work?” This was a continuation of work from the meeting held in May 2019.

The July session focused on gathering feedback about four suburbs in Hobsons Bay: Altona North, Brooklyn, Laverton and Seaholme. Information is being collated and distributed to members, with the aim to further progress at the September meeting. The aim at the end of 2019 is to have a list of outcomes that can be assessed and either progressed by Council through its relevant work areas or advocated for by the committee where required.

Examples of interesting ideas that emerged include activation opportunities along the Seaholme waterfront; use of Pines Scout Camp for music and cultural programs; ways to encourage cafes to invest in pockets needing a lift i.e. Lohse and Woods Streets, Laverton and in Brooklyn; or improvements to cycling, walking and open space provision in Brooklyn and Altona North.

A creative spaces audit and opportunities paper was discussed as part of officers’ work planning for the next 6 months, with the aim to help attract or support future investment around creative industries and various studio space typologies for Hobsons Bay. The opportunity for the committee to advocate during the community engagement phase of the state’s development of Creative Industries Strategy 2020–2024 was discussed and agreed.

10 Notices of Motion

Nil

11 Supplementary Public Question Time

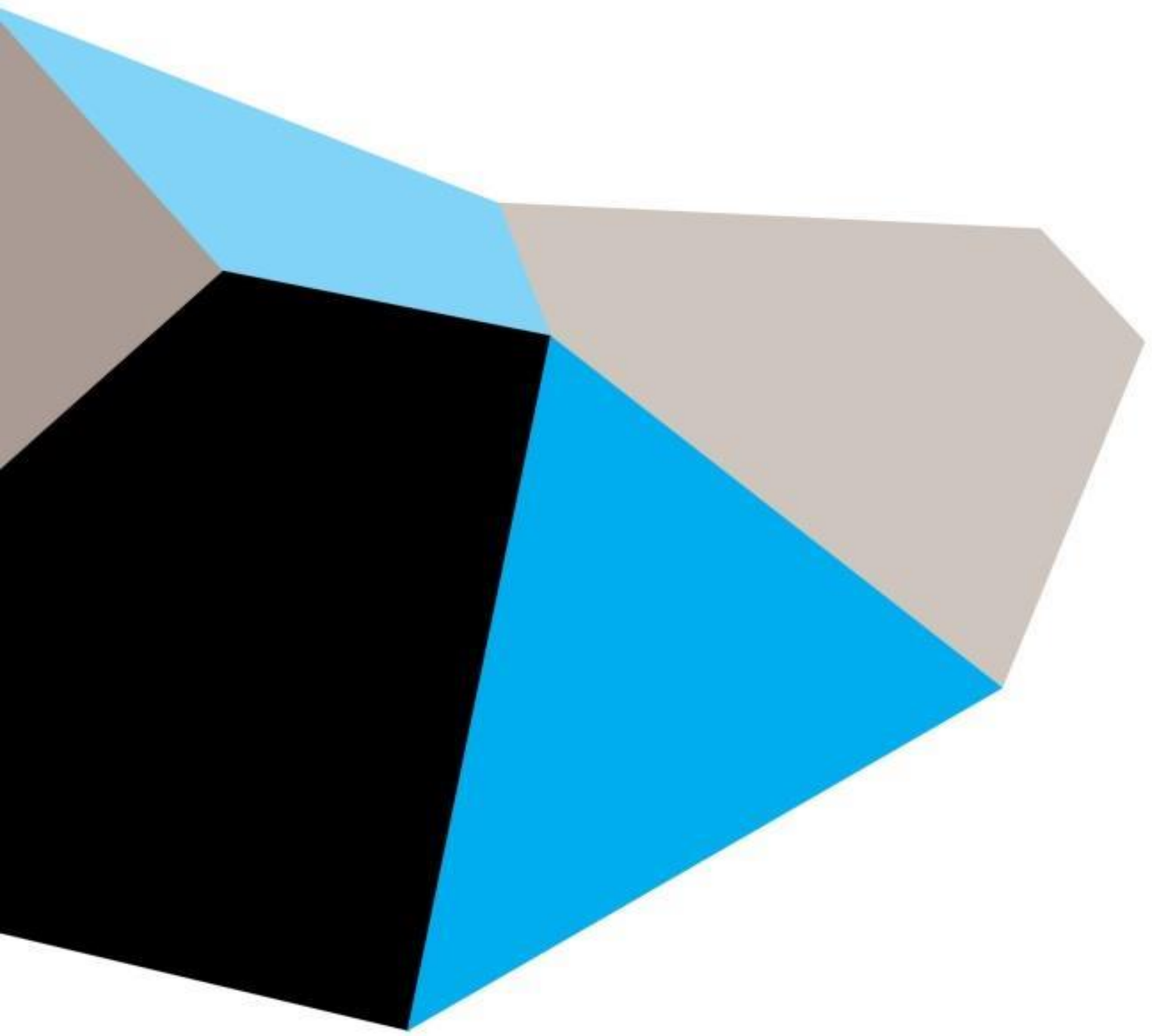
Nil

12 Urgent and Other Business

Nil

There being no further business, the Chairperson declared the meeting closed at 8:35pm.

Chairperson – Cr Jonathon Marsden
Signed and certified as having been confirmed.
10 September 2019



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