



Ordinary Council Meeting Minutes

11 August 2020

Virtual Meeting

**HOBSONS
BAY CITY
COUNCIL**



OUR 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 Colleen Gates (Mayor)

Wetlands Ward

Councillors:

Cr Sandra Wilson (Deputy Mayor)

Cherry Lake Ward

Cr Tony Briffa JP

Cherry Lake Ward

Cr Angela Altair

Strand Ward

Cr Peter Hemphill

Strand Ward

Cr Jonathon Marsden

Strand Ward

Cr Michael Grech

Wetlands Ward

Aaron van Egmond
Chief Executive Officer
Hobsons Bay City Council

TABLE OF CONTENTS

1 Council Welcome and Acknowledgement.....	6
2 Virtual Meeting Protocols	6
2.1 Voting Method	6
2.2 Absence from Meeting	6
3 Apologies	6
4 Disclosure of Interest	7
5 Confirmation of Minutes	7
5.1 Confirmation of Minutes	7
6 Councillor Questions	7
7 Public Question Time	8
8 Petitions and Joint Letters.....	13
8.1 Petitions and Joint Letters Received	13
8.1.1 Petition - Urban Forest Strategy Brooklyn	13
8.1.2 Petition - Request to abandon the proposal to make Acacia Avenue and Central Avenue, Seaholme one-way streets	15
8.2 Responses to Petitions and Joint Letters	17
8.2.1 Response to Petition - Lights at Newport Skate Park	17
9 9 Business.....	20
9.1 Office of the Chief Executive	20
9.1.1 Chief Executive Officer - Report on Operations	20
9.2 Corporate Services	22
9.2.1 Presentation of Budget and Rating Strategy Submissions 2020-21	22
9.2.2 Delegations to the Chief Executive Officer, Members of Council Staff and Delegated Planning Committee	25
9.2.3 Audit Committee Update	30
9.3 Sustainable Communities	32

9.3.1 Planning Policy Framework Translation and New Residential Zones.....	32
9.3.2 Community Grants Program Recommendations Report.....	41
9.4 Infrastructure and City Services.....	45
9.4.1 Building Asset Management Plan 2020	45
9.4.2 Aviation Road, Laverton and Ferguson Street, Williamstown North Level Crossing Removal Project Precinct Plans	47
9.4.3 West Gate Tunnel Project Update Report	52
10 Delegate Reports	57
11 Notices of Motion.....	59
12 Urgent Business	59
12.1 Change of Council Meeting Date	59
12.2 Local Government Act 2020 Governance Rules and Policy Suite – Public Exhibition.....	60
13 Close of Meeting	60

Minutes of the Virtual Council Meeting held on 11 August 2020 at 7.07pm.

Present

Chairperson

Cr Colleen Gates (Mayor)

Wetlands Ward

Councillors

Cr Sandra Wilson (Deputy Mayor)

Cherry Lake Ward

Cr Tony Briffa JP

Cherry Lake Ward

Cr Angela Altair

Strand Ward

Cr Peter Hemphill

Strand Ward

Cr Jonathon Marsden

Strand 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 Martina Simkin

Governance Advisor and Minute Secretary

1 Council Welcome and Acknowledgement

The Chairperson will welcome members of the public and acknowledge the people of the Kulin Nation as the Traditional Owners of this land.

2 Virtual Meeting Protocols

Due to current COVID-19 restrictions, this Ordinary Council Meeting is being conducted virtually in accordance with the Virtual Meeting Policy 2020, and will be livestreamed on the Council website at <http://webcast.hobsonsbay.vic.gov.au>

2.1 Voting Method

Voting will be conducted by show of hands, as in the Council Chamber.

2.2 Absence from Meeting

If a Councillor leaves the meeting at any time for any reason other than for a conflict of interest, the Councillor will stand to indicate their intention to leave and then walk away.

If a Councillor needs to leave the meeting due to a declared conflict of interest, the Chairperson will remove the Councillor from the virtual meeting until the matter under discussion has been resolved. The Chairperson will then invite the Councillor back into the meeting.

If a Councillor cannot be seen or heard due to technical issues and cannot carry on as a participant in the meeting, the meeting will continue as long as a quorum remains.

If the quorum is lost, the meeting will be adjourned until the quorum can be returned.

The time that any Councillor leaves and returns to the meeting will be recorded in the minutes regardless of the reason for absence.

3 Apologies

The Chairperson called for apologies received from Councillors who are unable to attend this meeting.

Motion

Moved Cr Tony Briffa, seconded Cr Jonathon Marsden:

That Council accepts an apology from Cr Michael Grech.

Carried unanimously

4 Disclosure of Interest

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.

5 Confirmation of Minutes

5.1 Confirmation of Minutes

Confirmation of the minutes of the Ordinary Council Meeting of Hobsons Bay City Council held on 14 July 2020 (copy previously circulated).

Cr Briffa clarified that he left the Council Meeting at 8.53pm on 14 July 2020 due to an internet connection issue.

Motion

Moved Cr Tony Briffa, seconded Cr Jonathon Marsden:

That Council confirms the minutes of the Ordinary Council Meeting of Hobsons Bay City Council held on 14 July 2020.

Carried unanimously

6 Councillor Questions

Nil.

7 Public Question Time

Similar questions were asked by several submitters, so one version of the question was read out.

Dennis Evans, Roseanne Evans, Carol Webb, Kate Fraser and Paul Loughran

Q What is the status and where can we obtain a copy of the Interim Newport Heritage Study (for Durkin Street and surrounds)? Will it be made available to the public?

A The Inner Newport Heritage Gap Study is underway with a peer review process currently kicking off, with some impacts from stage 4 [COVID-19] restrictions.

Once finalised, the heritage study will be made available to the public and progressed as part of the Newport Structure Plan process.

Dennis Evans, Carol Webb and Kate Fraser

Q What are the next steps after the Interim Heritage Report and the Newport Structure Plan?

A The Inner Newport Heritage Gap Study is underway with a peer review process currently proposed. The peer review has been delayed due to stage 4 and the heritage study will be made available to the public and progressed as part of the Newport Structure Plan process.

Roseanne Evans and Paul Loughran

Q Upon completion of the Interim Heritage Study, what measures will Council take to inform affected residents of the Study Recommendations prior to the recommendations being considered by Council?

A The heritage study will be made available to the public and progressed as part of the Newport Structure Plan process. All residents within the study area will be advised as part of the consultation process and would have the opportunity to make a submission.

Residents are welcome to contact Council's Strategic Planning area to discuss the heritage study.

Carol Webb

Q What criteria was followed in the selection of homes that fit into the Interim Heritage study?

A The study was undertaken using the recognised heritage assessment criteria included in the Victorian Planning Provisions Practice Note called 'Applying the Heritage Overlay'.

Paul Loughran

Q Can Council provide an update on the question tabled at the Council meeting dated 11 June 2019 requesting Council to create a register of buildings, dwellings and structures that represent each of the architectural periods represented in Newport.

A There are several Heritage Overlays within Newport that identify heritage buildings and heritage precincts which are all listed as part of the heritage overlay in the Hobsons Bay Planning Scheme and include reference to their architectural period.

David Appleby

Q In regards to the proposal to make Acacia Avenue and Central Avenue, Seaholme one-way streets, citing road width requirements, what is Council going to do to address these so called “safety” concerns within all streets that don’t meet these requirements in the Hobsons Bay municipality?

A Council is consistently reviewing the transport network to identify opportunities for improvement through the development of key strategies like the Integrated Transport Plan and Local Area Movement Plans that facilitate more micro level improvements.

Q If nothing will be done to rectify all streets within the Hobsons Bay municipality that don’t meet these requirements, why are you singling out Acacia Avenue?

A Council is pursuing opportunities for transport improvements in Acacia Avenue, Central Avenue, Waratah Street and Wattle Grove in response to customer requests received from residents of these roads.

Q Is Council willing to sign off on this risk of a child getting hit, injured or being killed due to poor town planning decisions?

A Council considers a range of aspects when proposing any changes to transport arrangement, with road safety listed as the highest priority.

Rosa McKenna and Rowena Joske

Q The community was promised that they would be consulted about structure planning and transport planning in Spotswood. Despite being given dates community consultation has still not taken place.

Q Council has required that WGTA (West Gate Tunnel Project) make changes to the design of the Hall Street development without residents’ input.

Is Council's strategy to wait until it is too late to stop these unacceptable plans before it receives community input on the designs of Hall Street, and development plans for Spotswood?

A Council will consult the community about structure and transport planning in Spotswood. However, Council is not the lead agency for Westgate Tunnel works including the Hall Street Streetscape design. Council’s input to the Hall Street design

is consistent with Council policy specifically regarding the provision of a shared user pathway, two-way traffic, parking and road reserve.

Council's input to the design ensures connectivity to the Federation Trail connection which is a deliverable as a part of the West Gate Tunnel Project.

Council understands that the community engagement for the Hobsons Bay Transport Plan is expected to commence late 2020 however this is yet to be confirmed by the Department of Transport.

Rosa McKenna

Q Council is reporting tonight a plan presented to WGTA [West Gate Tunnel Project] that will make the area Hall Street, Hudsons Road and level crossing (LX) very unsafe by attracting more heavy vehicles, cars and parking mixing with cyclists and pedestrians as well as losing an opportunity to create a landscaped, safe link to the new park without engaging with residents?

A Council's input to the design of Hall Street, Spotswood is consistent with standard provisions for a shared user pathway, two-way traffic flow, retained car parking and road nature strip.

Andrea Durkin

Q Why didn't Council consider 'Straight In Parking' instead of 'Parallel Parking' for Central Avenue as the road will need to be significantly widened to accommodate the proposed parallel parking anyhow?

A The area designated for proposed parking upgrades has several challenges which has determined the use of parallel parking as the most feasible in this instance.

The implementation of angled parking would require some of the existing mature trees and vegetation to be removed and reduce overall urban forest canopy in the area.

The local train station is also centred in close proximity to a large proportion of residential properties that are within a 5-10-minute walking and cycling catchment. Taking into consideration these factors the proposed number of spaces to be provided was deemed suitable for the current and future of the train station.

Q Why can't Council widen Acacia Avenue to meet Victorian Road Safety Regulations and retain current residential parking on both sides as a two-way street?

A When considering any road widening works, retention of nature strips for underground service corridors and street trees, must be considered. In response to community feedback and a petition received regarding a proposal for transport modifications in Acacia Avenue, Council officers are reviewing the proposal and will provide a report for consideration at a future Council meeting.

Brian Long

Q There are significant issues with damaged and/or blocked stormwater pits, drains and channelling in Brooklyn, despite written letters from Council claiming they have all been repaired, when they clearly have not. How much has the Council paid their contractors to maintain the stormwater pits, drains and gutters in Brooklyn in 2020 given that their work is still left undone?

A Council's drainage assets are inspected annually in all locations throughout Hobsons Bay in line with contract standards, with our contractor. These inspections are undertaken on every stormwater drainage pit to ensure they remain clean and operational.

Council will allocate considerable funding in the 2020-21 financial year budget for proactive inspections and maintenance to approximately 50,000 Council stormwater pits located throughout the municipality. All inspections and maintenance undertaken are reviewed and approved by Council.

Q If Council does six monthly proactive inspections throughout Brooklyn (as stated by Council), why is there years and years of neglect as the audit and photos clearly show, and when will they be fixed?

A Proactive maintenance inspections are undertaken annually on most road-based assets with six monthly proactive inspections being undertaken on high use areas such as shopping strips and locations that receive high pedestrian and vehicle traffic.

Defects identified are maintained in line with Council's Road Management Plan to ensure public safety. Larger scale repairs are programmed and planned under Council's Capital Works Program for renewal or replacement for future budget consideration.

Q Council has carried out extensive renewal of drainage, pits and underground pipes in Strong Street, Brooklyn. Despite there being no Strong St in Brooklyn, rather it is in Spotswood. Seeing as Spotswood also comes under the six monthly proactive inspections carried out for Brooklyn, can the Council clarify what work has actually been done in Brooklyn this year regarding the maintenance audit you did receive on 19/8/2019?

A Council has undertaken 57 reactive maintenance requests in Brooklyn since the audit. These include repairs and maintenance to pits, footpaths, roads and gutters.

Ruth Cronin

Q Given the generosity of West Gate Tunnel funding, which lies outside of and extra to the Budget, will Council consider additional funding be directed to the Urban Forest Strategy for Brooklyn, specifically, as most greatly impacted suburb, to at least match the allocation of funds to sporting fields?

A It is recognised that Brooklyn has some significant challenges, which is why it has been made a high priority for the delivery of our Urban Forest Strategy and Council will allocate funding to ensure these challenges are addressed. Council has also

applied for \$500,000 from the West Gate Tunnel Community Grant Fund, this funding will be dedicated to tree planting in Brooklyn and areas that are impacted by the West Gate Tunnel Project.

Q The petition tabled tonight indicates that mitigating air pollution and the effects of the West Gate Tunnel is a strongly desired outcome of an Urban Forest Strategy in Brooklyn. Does the Hobsons Bay Urban Forest Strategy have a site-specific plan for Brooklyn with this issue in mind? If so, can the plans for Brooklyn be released to the public with explanation of how it will address these issues?

A The Draft Urban Forest Strategy that was recently out for community consultation does not have a site-specific plan for Brooklyn or other suburbs in the municipality at this stage. However, the strategy does identify local streets and parks in Brooklyn as priority locations for planting, along with other areas of the municipality. Brooklyn has been identified as a priority for several reasons including having a high urban heat vulnerability index and having interface with the West Gate Tunnel Project.

8 Petitions and Joint Letters

8.1 Petitions and Joint Letters Received

8.1.1 Petition - Urban Forest Strategy Brooklyn

Directorate:	Corporate Services
Responsible Officer:	Governance Advisor
Reviewer:	Director Corporate Services
Councillor Portfolio:	Environmental Sustainability – Cr Jonathon Marsden and Cr Sandra Wilson
Attachments:	Nil.

Purpose

To receive a petition requesting that Council develop a “bold, evidence based” Urban Forest Strategy for a more liveable Brooklyn.

Motion

Moved Cr Sandra Wilson, seconded Cr Tony Briffa:

That Council:

1. Receives and notes the petition in relation to the development of an Urban Forest Strategy for Brooklyn.
2. Considers the petition as part of the consultation process for the development of the Hobsons Bay Urban Forest Strategy and receives a further report on this matter at a future Council meeting.

Carried unanimously

Recommendation

That Council:

1. Receives and notes the petition in relation to the development of an Urban Forest Strategy for Brooklyn.
2. Considers the petition as part of the consultation process for the development of the Hobsons Bay Urban Forest Strategy and receives a further report on this matter at a future Council meeting.

Summary

This petition was coordinated via the change.org website.

Of the 231 people who have responded to this petition, 35 petitioners have identified specifically as residents of Brooklyn or Hobsons Bay.

The information provided to support the petition is as follows:

“This petition requests that the Urban Forest Strategy, to be rolled out throughout the Hobsons Bay municipality, recognise that the pre-existing pollution conditions in Brooklyn, and the West Gate Tunnel off-ramp – also to be located in Brooklyn – cause the entire suburb of Brooklyn to be unique, and as such, require an Urban Forest Strategy response that is specifically designed for conditions in Brooklyn.

Members of the Brooklyn community have consulted widely with local and state government representatives, local industry, and experts in urban forestry. We have the support of The Hon Melissa Horne MP, who is keen to see a genuine solution for the suburb and its community.

Community residents have spoken with Ian Shears, as an expert in this field (and a resident of Hobsons Bay) who is extremely enthusiastic about the potential to develop an Urban Forest in Brooklyn, to mitigate the existing pollution situation, and the effects of the West Gate Tunnel moving forward. We would like to propose that Ian be involved as a consultant/designer on an Urban Forest project in Brooklyn, as we consider he has the expertise necessary to get this right for our suburb, and to leave a legacy for future generations. He is abreast of global research, and world's best practice in this field, and Brooklyn's Urban Forest development could serve as a longitudinal study for Melbourne University, and this research could be used to inform future responses to the use of Urban Forest Planting in heavily polluted suburbs.

We have also made connections with representatives from Veolia, and JBS Meats, both of whom have expressed interest in supporting the initiative in Brooklyn. They expressed an interest in being involved in supporting improvement to conditions in the area.

It would be most desirable, and somewhat fair, if Brooklyn received an appropriate share of the \$15,000,000 that has been allocated by the West Gate Tunnel Project. The location of the tunnel would suggest that Brooklyn is the suburb most greatly impacted, and without significant money spent, will certainly not have a sustainable future. For Brooklyn to be simply be one suburb among many under the broader Urban Forest strategy, would fail to recognise just how dire the situation is for this suburb. Brooklyn's Urban Forest response would have to be able to start functioning as an ecosystem, in line with the opening of the West Gate Tunnel in 2022. As such, trees, and any other planting, would have to be significantly more established than in other suburbs of Hobsons Bay.”

8.1.2 Petition - Request to abandon the proposal to make Acacia Avenue and Central Avenue, Seaholme one-way streets

Directorate:	Corporate Services
Responsible Officer:	Governance Advisor
Reviewer:	Director Corporate Services
Councillor Portfolio:	Integrated Transport – Cr Jonathon Marsden and Cr Sandra Wilson
Attachments:	Nil.

Purpose

To receive a petition containing 93 signatories requesting that Council abandon its proposal to make Acacia Avenue and Central Avenue, Seaholme one-way streets as part of its "Revised Proposal to Address Traffic and Parking Concerns Around Seaholme Station" published on the Participate Hobsons Bay website on 2 July 2020.

Motion

Moved Cr Tony Briffa, seconded Cr Sandra Wilson:

That Council:

- 1. Receives and notes the petition requesting Council to abandon the proposal to make Acacia Avenue and Central Avenue, Seaholme one-way streets as part of the proposal to address traffic and parking concerns around Seaholme Station.**
- 2. Considers the petition as part of the review of traffic and parking conditions around Seaholme Station and receives a further report on this matter at a future Council meeting.**

Carried unanimously

Recommendation

That Council:

- 1. Receives and notes the petition requesting Council to abandon the proposal to make Acacia Avenue and Central Avenue, Seaholme one-way streets as part of the proposal to address traffic and parking concerns around Seaholme Station.**
- 2. Considers the petition as part of the review of traffic and parking conditions around Seaholme Station and receives a further report on this matter at a future Council meeting.**

Summary

The petition was received on 22 July 2020.

The petition reads as follows:

“We, the undersigned, petition the Hobsons Bay City Council to:

Abandon its proposal to make Acacia Avenue and Central Avenue, Seaholme (‘the affected streets’), one way streets as part of its “Revised Proposal to Address Traffic and Parking Concerns Around Seaholme Station”, published on the Participate Hobsons Bay website on 2 July 2020.

For the following reasons:

- Residents of the affected streets have not identified or raised traffic and parking concerns to be solved by the proposal.
- Council has not identified, with any specificity or data, the traffic and parking concerns to be solved by the proposal.
- Council has not provided the community with any evidence:
 - in the form of analysis by traffic engineering, road design or road safety practitioners to justify the proposal
 - which supports the singling out of the affected streets for one-way traffic flow, noting that Waratah Street and Wattle Grove are not subject to the same proposal
 - to support its position that one-way street traffic modelling reduces traffic and parking issues
- The proposal will significantly reduce parking options for residents of the affected streets.
- The proposal will require residents of the affected streets to place bins on the opposite side of the street, and there is a reasonable expectation that this requirement will expose residents and their children to safety risks as they will be required to regularly cross the road for bin placement and retrieval.
- The proposal is likely to result in increased traffic into Acacia Avenue due to Central Avenue becoming a one-way street with the installation of 45 train commuter parking spots as part of the Revised Proposal.
- The proposal is likely to create a blind spot at the end of Acacia Avenue and Civic Parade which may increase the cause of accidents.
- The community and residents of the affected streets are overwhelmingly against the proposal.
- Residents of the affected streets do not consider that their feedback in relation to the original parking proposal for the streets north of Seaholme Railway Station is reflected in the Revised Proposal.”

8.2 Responses to Petitions and Joint Letters

8.2.1 Response to Petition - Lights at Newport Skate Park

Directorate:	Infrastructure and City Services
Responsible Officer:	Coordinator Sport and Recreation
Reviewer:	Director Infrastructure and City Services
Councillor Portfolio:	Active and Inclusive Communities – Cr Michael Grech and Cr Peter Hemphill
Attachments:	Nil

Purpose

To respond to the petition requesting that lighting be installed at Newport Skate Park.

Motion

Moved Cr Peter Hemphill, seconded Cr Jonathon Marsden:

That Council:

- 1. Considers the installation of floodlighting at Newport Skate Park as part of the Newport Park Reserve Development Plan to be developed in 2021-22.**
- 2. Advises the lead petitioner of the outcome.**

Carried unanimously

Recommendation

That Council:

- 1. Considers the installation of floodlighting at Newport Skate Park as part of the Newport Park Reserve Development Plan to be developed in 2021-22.**
- 2. Advises the lead petitioner of the outcome.**

Summary

At the Ordinary Council Meeting on 9 June 2020 a petition was received, containing 276 signatures, requesting that Council install lighting at Newport Skate Park.

The Newport Park Reserve Development Plan has been scheduled for 2021-22. This plan will include a review of all park aspects, including the skate park, play space, park furniture, fixtures and footpath networks as well as advanced tree planting and landscape treatments.

The installation of skate park lighting will require an extensive community engagement process given the proposed changes to site usage times. This level of engagement is best to occur as part of the community engagement process for the Newport Park Reserve Development Plan where the function of all recreational and open space improvements within the precinct will be considered together.

Background

There are four skate parks within Hobsons Bay, located at Newport Park, Newport; Cherry Lake, Altona; HD Graham Reserve, Altona Meadows; and McCormack Park, Laverton.

The Newport Skate Park is a district-level facility which services the east of the municipality, namely Newport, Spotswood, South Kingsville, Williamstown and Altona North. The facility is a multi-disciplinary style park with a mix of transition and street style elements. The park contains a large bowl, open bowl and street course section. The size, style and layout of the skate features make the facility suitable for beginner through to advanced level riders.

A skate park facilities audit was recently prepared for Council and included a range of recommendations for maintenance of skate facilities, and items to be considered for future upgrades. The recommendations for Newport Skate Park will be considered as part of the Newport Park Reserve Development Plan.

Discussion

Feedback from users of the Newport Skate Park confirms that the site has become increasingly popular and congested. Although the park caters for a diverse range of abilities, there can be conflict between beginners and more experienced users. The installation of lighting would help spread the demand and decrease this conflict, by allowing more experienced users to participate at times when beginners will not be present.

Based on the Open Space Strategy implementation plan and Play Space Strategy, upgrades to the play space and skate facilities at Newport Park will occur in 2022-23. A comprehensive Reserve Development Plan will precede the works and is scheduled to occur in 2021-22.

There is currently no lighting at any of Council's skate parks. A number of issues require further assessment to determine the suitability of lighting at the Newport Skate Park, including community consultation and feedback, site management options, lighting standards and associated costs. Benchmarking of similar facilities across metropolitan Melbourne will be undertaken to determine the range of options available to Council if support to install lighting proceeds, based on the outcome of community engagement.

Riverslide Skate Park in Melbourne is a facility managed by the YMCA with floodlighting, toilet amenities and café facilities. Other skate parks with lighting include Balnarring, Noble Park and Box Hill. These facilities are not directly managed by on-site operators so officers will liaise with the councils who manage them to understand the issues and opportunities.

Council officers have liaised with the lead petitioner and the President of the Victorian Skateboard Association (VSA) to discuss the proposal for lighting at Newport Skate Park. Both parties have expressed their support for the proposed direction and timelines and will provide further feedback and guidance throughout the development of the Newport Park Reserve Development Plan.

9 9 Business

9.1 Office of the Chief Executive

9.1.1 Chief Executive Officer - Report on Operations

Directorate:	Office of the Chief Executive
Responsible Officer:	Executive Assistant to the Chief Executive Officer
Reviewer:	Chief Executive Officer
Councillor Portfolio:	Not Applicable
Attachments:	<ol style="list-style-type: none">1. CEO Report on Operations - July 2020 [9.1.1.1 - 29 pages]2. AOC - 7 July 2020 Councillor Briefing Session [9.1.1.2 - 2 pages]3. AOC - 10 July 2020 COVID-19 Briefing [9.1.1.3 - 2 pages]4. AOC - 14 July 2020 Pre-Ordinary Council Meeting Agenda Briefing [9.1.1.4 - 2 pages]5. AOC - 17 July 2020 COVID-19 Briefing [9.1.1.5 - 1 page]6. AOC - 21 July 2020 Councillor Briefing Session [9.1.1.6 - 2 pages]7. AOC - 30 July 2020 Community Grants 2021 Councillor Review Panel [9.1.1.7 - 2 pages]8. AOC - 31 July 2020 COVID-19 Briefing [9.1.1.8 - 2 pages]

Purpose

To present the Chief Executive Officer's (CEO's) Report on Operations (Attachment 1).

Motion

Moved Cr Jonathon Marsden, seconded Cr Sandra Wilson:

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* incorporates into the minutes of this meeting the written Records of Assembly of Councillors held on 7 July 2020, 10 July 2020, 14 July 2020, 17 July 2020, 21 July 2020, 30 July 2020 and 31 July 2020.**

Carried unanimously

Recommendation

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* incorporates into the minutes of this meeting the written Record of Assembly of Councillors held on 7 July 2020, 10 July 2020, 14 July 2020, 17 July 2020, 21 July 2020, 30 July 2020 and 31 July 2020.**

Summary

The attached CEO's Report on Operations provides Councillors and community with a regular update from the CEO on key initiatives, projects and performance.

Discussion

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

9.2 Corporate Services

9.2.1 Presentation of Budget and Rating Strategy Submissions 2020-21

Directorate:	Corporate Services
Responsible Officer:	Chief Financial Officer
Reviewer:	Director Corporate Services
Councillor Portfolio:	Not Applicable
Attachments:	1. Detailed Budget Submissions 2020-21 [9.2.1.1 - 124 pages]

Purpose

To present the submissions received by Council in relation to the Proposed Annual Budget and Proposed Rating Strategy for 2020-21 and to hear from submitters requesting to be heard in support of their submission as a result of the public exhibition process.

Motion

Moved Cr Tony Briffa, seconded Cr Peter Hemphill:

That Council:

- 1. Receives and notes the submissions following the public exhibition period for the Proposed Annual Budget and Proposed Rating Strategy for 2020-21.**
- 2. Hears from those submitters requesting to be heard by Council in support of their submission.**
- 3. Responds to submitters as part of the final budget deliberations at the next Ordinary Council Meeting.**

Carried unanimously

Motion

Moved Cr Tony Briffa, seconded Cr Peter Hemphill:

That Council suspends standing orders to hear the public submissions to the proposed 2020-21 Annual Budget.

Carried unanimously

The following submitters, having so requested, were heard by Council:

1. Todd McHardy – Bluefit
2. Kim Walsh – Altona Village Traders Association
3. Ilch – Altona Village Traders Association
4. Jordan Doyle – Williamstown Cricket Club
5. John Sultana
6. Angus Ward

Although present via audio, Cr Colleen Gates was not visible on the live stream from 8.41pm until 8.45pm during the presentation from Jordan Doyle.

Motion

Moved Cr Peter Hemphill, seconded Cr Angela Altair:

That Council resumes standing orders.

Carried unanimously

Recommendation

That Council:

1. Receives and notes the submissions following the public exhibition period for the Proposed Annual Budget and Proposed Rating Strategy for 2020-21.
2. Hears from those submitters requesting to be heard by Council in support of their submission.
3. Responds to submitters as part of the final budget deliberations at the Ordinary Council Meeting on 18 August 2020.

Summary

The Proposed Annual Budget and Proposed Rating Strategy for 2020-21 were placed on public exhibition following formal consideration at the Ordinary Council Meeting held on 23 June 2020, in accordance with Section 223 of the *Local Government Act* 1989 (the Act). This statutory exhibition period provides a further opportunity for interested parties from the community to make comment on the proposed budget.

Council received 66 responses at the close of the public exhibition period. A copy of each submission is attached to this report. Seven of the parties that provided feedback have requested to be heard by Council at this Council meeting.

Background

The annual budget process commenced in September 2019 when Council undertook its 2020-21 pre-budget consultation, providing an opportunity for community members to submit their ideas. The Proposed Annual Budget 2020-21 brings together all the elements that have influenced its development including the community consultation process, strategic priorities, Capital Works Program, rating strategy and rate modelling, operational budget, and fees and charges.

The Proposed Annual Budget 2020-21 and the Proposed Rating Strategy 2020-21 were initially presented to the Ordinary Council Meeting on 14 April 2020. At the meeting Council noted the Victorian Government extension for councils to complete their budgets by 31 August 2020 and resolved to use the additional time to analyse and further revise the Proposed Annual Budget 2020-21.

In accordance with the requirements of the Act, the Proposed Annual Budget 2020-21 was placed on public exhibition. The Proposed Rating Strategy 2020-21 was also placed on public exhibition and comments invited in relation to both documents from interested members of the community. The exhibition period was for 28 days and closed on 24 July 2020.

Interested parties who have provided comment could request to present to Council at the Ordinary Council Meeting on 11 August 2020. Seven requests have been made to address Council at this meeting.

Discussion

A schedule of the submissions on the budget is attached to this report. The following interested parties have requested to be heard in support of their submission:

- Todd McHardy representing Bluefit (Bayfit Leisure Centre) is requesting short-term support in the form of rent relief and subsidy funding
- Sharon Walsh representing the Altona Village Traders Association is requesting two paid lifeguards on Altona Beach for three months over the summer period
- Jordan Doyle representing the Williamstown Cricket Club has provided a submission in relation to a number of issues affecting the cricket club
- Russell (no surname supplied) from the Customs House Hotel is requesting no rate increase in 2020-21
- John Sultana is requesting the construction of player shelters at HC Kim Reserve
- the Altona Village Traders Association (presenter yet to be determined) is requesting no rate increase in 2020-21, particularly for small business
- Angus Ward is requesting Council to consider waiving permit/registration fees and the rates for businesses for the 2020-21 year

Following this meeting, Council will consider all submissions and presentations in final preparation of the Annual Budget as well as the Rating Strategy for 2020-21. Both documents are scheduled for adoption at the Ordinary Council Meeting on 18 August 2020.

9.2.2 Delegations to the Chief Executive Officer, Members of Council Staff and Delegated Planning Committee

Directorate:	Corporate Services
Responsible Officer:	Governance Advisor
Reviewer:	Director Corporate Services
Councillor Portfolio:	Not Applicable
Attachments:	<ol style="list-style-type: none">1. Instrument of Delegation - Council to CEO 11 August 2020 [9.2.2.1 - 4 pages]2. S6 Instrument of Delegation Council to Members of Staff 11 August 2020 [9.2.2.2 - 90 pages]3. Instrument of Delegation - Delegated Planning Committee 11 August 2020 [9.2.2.3 - 1 page]

Cr Peter Hemphill left the Council Meeting at 9.06pm and returned at 9.08pm, and was present for the vote on item 9.2.2.

Purpose

To update the Instrument of Delegation to the Chief Executive Officer, the Instrument of Delegation from Council to members of Council staff and the Instrument of Delegation to the Special Planning Committee in accordance with the *Local Government Act 2020*.

Deferral Motion

Moved Cr Sandra Wilson:

That Council defer this matter to the next Ordinary Council Meeting.

Carried unanimously

Recommendation

That Council, in the exercise of the power conferred by section 11(1)(b) and section 63 of the *Local Government Act 2020* and section 188 of the *Planning and Environment Act 1987*, and the powers conferred by the legislation referred to in the instrument of delegation to members of Council staff resolves:

1. There be delegated to the person holding the position, or acting in or performing the duties, of Chief Executive Officer the powers, duties and functions set out in the attached Instrument of Delegation to the Chief Executive Officer dated 11 August 2020, subject to the conditions and limitations specified in that Instrument.

3. There be delegated to the members of Council staff holding, acting in or performing the duties of the offices or positions referred to in the attached Instrument of Delegation to members of Council staff dated 11 August 2020, the powers, duties and functions set out in that instrument, subject to the conditions and limitations specified in that Instrument.
4. To adopt the attached Instrument of Delegation to the Delegated Planning Committee dated 11 August 2020.
5. The instruments come into force immediately once they are executed by the Mayor.
6. On the coming into force of the instruments all previous delegations to the Chief Executive Officer, members of Council staff (other than the Chief Executive Officer) and the Special Planning Committee are revoked.
7. The duties and functions set out in the instruments must be performed, and the powers set out in the instruments must be executed, in accordance with any guidelines or policies of Council that it may from time to time adopt.
8. Notes that the powers, discretions and authorities conferred on the Delegated Planning Committee by the Instrument must be exercised in accordance with the delegations and limitations set out in the Instrument and the Terms of Reference and procedures as outlined within the Hobsons Bay Governance Rules.
9. In accordance with section 47(1)(a) of the Local Government Act 2020 the Chief Executive Officer may by instrument of delegation delegate any power, duty or function of Council that has been delegated to the Chief Executive Officer by Council to a member of Council staff.
10. In circumstances where the Chief Executive Officer is to enact delegated authority beyond previous financial delegation limits, the Chief Executive Officer will undertake the agreed consultation process with the Council, noting individual Councillor concurrence or dissent, prior to the exercise of such delegation.
11. On receipt of communication from the Victorian Government that the State of Emergency in relation to the COVID-19 pandemic has ceased, a report will be tabled at the next scheduled Ordinary Meeting of Council to revoke the Instrument of Delegation to the Chief Executive Officer and adopt a revised Instrument of Delegation to the Chief Executive Officer.

Summary

Section 11(1)(b) of the *Local Government Act 2020* provides that Council may, by instrument of delegation, delegate to the Chief Executive Officer any power, duty or function of a Council under the Act or any other Act with some exceptions.

Council can also delegate powers, duties and functions directly to other members of Council staff. This update to the Instrument of Delegation from Council to members of Council staff reflects commencement of the *Local Government Act 2020*.

With the introduction of the *Local Government Act 2020*, the instrument of delegation for the current Special Planning Committee also needs to be updated. The current instrument of delegation will be revoked and replaced with a new instrument which is similar to the current, apart from changing the name of the committee and providing additional clarification on the types of application to be heard by the community.

Background

The current Instrument of Delegation to the Chief Executive Officer (CEO) dated 31 March 2020 was made under the *Local Government Act 1989* and remains in force only until 1 September 2020 when the delegation provisions of the *Local Government Act 2020* take effect.

The existing Instrument of Delegation from Council to members of Council staff was made under section 98(1) of the *Local Government Act 1989*. Delegations made by Council under the *Local Government Act 1989* continue in force until 1 September 2020.

The Special Planning Committee process was introduced in 1999 as a means of facilitating public involvement in major development proposals being considered in the City of Hobsons Bay. The committee facilitates public involvement in the permit assessment process, over and above the minimum provisions contained in the *Planning and Environment Act 1987* by allowing residents an appropriate opportunity to voice their concerns and by giving the applicant a right of response.

Discussion

The power of a Council to act by resolution is set out in section 59 of the *Local Government Act 2020*. Most Council decisions, however, are not made at Council meetings. To effectively facilitate Council business most decision-making power is allocated by formal delegations.

There are two sources of powers of delegation under the Act:

- section 11 - delegation of Council powers to the CEO or members of a delegated committee
- section 47 - delegation of Council powers by the CEO to Council staff or members of a community asset committee, as well as delegation of CEO powers to Council staff

Delegation to the Chief Executive Officer

The Instrument of Delegation to the CEO excludes the following powers:

- the power of delegation
- the power to elect a Mayor or Deputy Mayor
- the power to grant a reasonable request for leave under section 35 of the *Local Government Act 2020* (in relation to a Councillor ceasing to hold office)

- the power to appoint the CEO, whether on a permanent or acting basis (note: a Council may delegate to the CEO the power to appoint an Acting CEO for a period not exceeding 28 days)
- the power to make any decision in relation to the employment, dismissal or removal of the CEO
- the power to approve or amend the Council Plan
- the power to adopt or amend any policy that the Council is required to adopt under the *Local Government Act 2020*
- the power to adopt or amend the Governance Rules
- the power to appoint the chair or the members to a delegated committee
- the power to make, amend or revoke a local law
- the power to approve the budget or revised budget
- the power to borrow money
- subject to section 181H(1)(b) of the *Local Government Act 1989*, the power to declare general rates, municipal charges, service rates and charges and special rates and charges

The delegation to the CEO may be made subject to any conditions or limitations specified in the instrument of delegation.

In addition, a delegation that includes the power to enter into a contract or make any expenditure must specify a maximum monetary limit that cannot be exceeded.

Delegation to members of Council staff

The Instrument of Delegation from Council to members of Council staff relates to Council powers, duties and functions within various Acts and Regulations which contain a specific power of delegation. This delegates certain powers directly from Council to Council staff due to the legislation referred to containing specific powers of delegation.

For example, the *Planning and Environment Act 1987*, the *Food Act 1984* and others contain specific powers of delegation, and do not contain an express power of sub-delegation. Therefore, it is assumed that the power of delegation cannot be sub-delegated. This means it is necessary for the delegation to come from Council to the staff members directly.

The instrument of delegation to Council staff has been updated to reflect legislative amendments across several Acts and officer position titles following changes to the organisation structure.

Delegated Planning Committee

With the introduction of the *Local Government Act 2020*, the instrument of delegation and supporting documents of the Committee need to be reviewed to align with the new Act. Apart from changing relevant sections of the Act, there are three changes proposed:

1. The name of the Special Planning Committee will change to the Delegated Planning Committee (DPC) to reflect the new wording under the *Local Government Act 2020*.
2. Multiple objections that are identical copies of each other will only be counted as one objection. At times, identical copies of objections are used as a method to achieve a

higher number of objections to reach the threshold for a DPC. This additional requirement will mean that objections submitted are meaningful, and the quantity of objections reflect the concern of the community.

3. Applications to use land to sell or consume liquor has been added as a specified application type that may be referred to the DPC.

These improvements will align with the required legislative requirements, provide clarity on the types of applications to be referred to the DPC, and ensure it focuses on higher-order applications which are significant for the community. Small scale applications will generally not be a recommended use of the DPC's time, as these applications generally have less strategic implications for the municipality.

9.2.3 Audit Committee Update

Directorate:	Corporate Services
Responsible Officer:	Audit and Risk Advisor
Reviewer:	Director Corporate Services
Councillor Portfolio:	Not Applicable
Attachments:	1. Audit Committee Meeting Minutes - 27 May 2020 [9.2.3.1 - 7 pages]

Purpose

To update Council regarding issues considered at the Audit Committee meeting held on 27 May 2020.

Motion

Moved Cr Sandra Wilson, seconded Cr Jonathon Marsden:

That Council notes the matters considered by the Audit Committee at the meeting held on 27 May 2020.

Carried unanimously

Recommendation

That Council notes the matters considered by the Audit Committee at the meeting held on 27 May 2020.

Summary

This report provides an update of the Audit Committee meeting held on 27 May 2020 to ensure that Council is informed of the activities of the Audit Committee. It provides Council with an opportunity to explore any issues that have been considered.

Background

The Audit Committee is an advisory committee of Council appointed under section 139 of the *Local Government Act* 1989. The committee comprises three independent members and two Councillors. The Chairperson is an independent member who has the casting vote. The Mayor and Chief Executive Officer are non-voting members.

The committee meets at least quarterly throughout the year and has a Charter that addresses responsibilities that include risk management, control frameworks, external accountability, legislative compliance and internal and external audits.

Discussion

The 27 May 2020 meeting addressed the following items:

- the Chief Executive Officer's update
- outstanding audit recommendations
- Internal Audit Program including proposed audits and completed audit reports
- risk management update, highlighting the risk executive summary, a general update on recent issues and an insurance report
- financial reports for the year ended 31 March 2020
- cash and investment balances as at 30 April 2020

9.3 Sustainable Communities

9.3.1 Planning Policy Framework Translation and New Residential Zones

- Directorate:** Sustainable Communities
- Responsible Officer:** Coordinator Strategic Planning
- Reviewer:** Director Sustainable Communities
- Councillor Portfolio:** Planning – Cr Tony Briffa JP and Cr Michael Grech
- Attachments:**
1. Draft PPF Final [9.3.1.1 - 86 pages]
 2. MSS Review Exhibition Documents [9.3.1.2 - 167 pages]
 3. Hobsons Bay Housing Strategy Volume 2 - Housing Framework Plan (updated) [9.3.1.3 - 147 pages]
 4. Hobsons Bay Housing Strategy Volume 3 (updated) [9.3.1.4 - 114 pages]
 5. Changes Proposed to Adopted Neighbourhood Character Study 2019 [9.3.1.5 - 2 pages]
 6. Changes Proposed to Adopted Activity Centres Strategy 2019 [9.3.1.6 - 1 page]
 7. Proposed New Residential Zones Map [9.3.1.7 - 1 page]

Cr Tony Briffa left the Council Meeting at 9.24pm and returned at 9.25pm, and was present for the vote on Item 9.3.1

Purpose

To progress with exhibition and public consultation on the New Residential Zones and Planning Policy Framework, which have been delayed as a result of Victorian Government changes in late 2019.

Motion

Moved Cr Jonathon Marsden, seconded Cr Angela Altair:

That Council:

1. **Adopts the updated New Residential Zones, Neighbourhood Character Study 2019, Activity Centres Strategy 2019, Housing Strategy 2019 and Housing Framework Plan, updated to align with Planning Practice Notes 90 and 91 released in December 2019, to progress to exhibition and public consultation.**
2. **Notes that the Newport Structure Plan and Inner Newport Heritage Gap Study areas have been excised from the New Residential Zones with updates to be made following completion of the Inner Newport Heritage Gap Study and the subsequent Newport Structure Plan process.**

3. **Adopts the revised Hobsons Bay Planning Scheme that has been translated into the new Victorian Government format and is required to support the implementation of the New Residential Zones.**
4. **Requests that the Minister for Planning grant authorisation under Section 8A of the Planning and Environment Act 1987 to prepare and exhibit an Amendment to the Hobsons Bay Planning Scheme to implement the New Residential Zones and the translated Hobsons Bay Planning Scheme.**
5. **Notes the delegation of the Chief Executive Officer to make any necessary minor changes in seeking authorisation to prepare and exhibit the Amendment to the Hobsons Bay Planning Scheme to implement the New Residential Zones and the new translated Hobsons Bay Planning Policy Framework.**
6. **Notes the delegation of the Chief Executive Officer to consider any submissions received about the amendment in accordance with section 22 of the Planning and Environment Act, and refer any submissions that cannot be resolved to an independent panel appointed by the Minister for Planning in accordance with section 23 of the Planning and Environment Act.**
7. **Notes that the translated Hobsons Bay Planning Scheme and New Residential Zones will go on exhibition, with formal community consultation and the opportunity for community members to provide feedback and submissions for the panel's consideration.**

Carried unanimously

Recommendation

That Council:

1. **Readopts the updated New Residential Zones, Neighbourhood Character Study 2019, Activity Centres Strategy 2019, Housing Strategy 2019 and Housing Framework Plan, updated to align with Planning Practice Notes 90 and 91 released in December 2019, to progress to exhibition and public consultation.**
2. **Notes that the Newport Structure Plan and Inner Newport Heritage Gap Study areas have been excised from the New Residential Zones with updates to be made following completion of the Inner Newport Heritage Gap Study and the subsequent Newport Structure Plan process.**
3. **Adopts the revised Hobsons Bay Planning Scheme that has been translated into the new Victorian Government format and is required to support the implementation of the New Residential Zones.**
4. **Requests that the Minister for Planning grant authorisation under Section 8A of the *Planning and Environment Act 1987* to prepare and exhibit an Amendment to the Hobsons Bay Planning Scheme to implement the New Residential Zones and the translated Hobsons Bay Planning Scheme.**

5. **Notes the delegation of the Chief Executive Officer to make any necessary minor changes in seeking authorisation to prepare and exhibit the Amendment to the Hobsons Bay Planning Scheme to implement the New Residential Zones and the new translated Hobsons Bay Planning Policy Framework.**
6. **Notes the delegation of the Chief Executive Officer to consider any submissions received about the amendment in accordance with section 22 of the Planning and Environment Act, and refer any submissions that cannot be resolved to an independent panel appointed by the Minister for Planning in accordance with section 23 of the Planning and Environment Act.**
7. **Notes that the translated Hobsons Bay Planning Scheme and New Residential Zones will go on exhibition, with formal community consultation and the opportunity for community members to provide feedback and submissions for the panel's consideration.**

Summary

In order to implement the New Residential Zones adopted by Council in 2019, the Department of Environment, Land, Water and Planning (DELWP) requires the Hobsons Bay Planning Scheme to be translated into a new Victorian Government framework. Slight changes are required to the adopted zones and supporting policy to align with state guidance.

The updates required are consistent with the intent of the adopted residential zones and the rewriting of the scheme into the new Victorian Government format will deliver a more concise and user-friendly scheme that includes recently adopted Council policy. The community will be invited to make further comment on the new residential zones and translated Hobsons Bay Planning Scheme as part of the exhibition process.

Background

Council resolved at its meeting of 13 August 2019 to adopt new residential zones and to prepare a Planning Scheme Amendment to implement the work underpinning the new zones including the Housing Strategy, Housing Framework Plan, Neighbourhood Character Study and Activity Centres Strategy. The Newport Structure Plan area was excised noting that the Newport Structure Plan is well underway and any refinement to zones will be finalised through that process.

Following the adoption of the new zones DELWP advised that due to the extent of changes required to the Hobsons Bay Planning Scheme an amendment could not progress until the scheme was first translated into the new state format introduced by the Victorian Government in July 2018. All local planning schemes are expected to be translated into this format by mid-2021.

The translation of the Hobsons Bay Planning Scheme commenced in October 2019 and includes the restructuring of the scheme to align with the new format and the introduction of new policy content from existing Council policies as follows:

- Hobsons Bay 2030 Community Vision
- Economic Development Strategy 2015-20
- Sustainable Tourism Strategy 2019-24
- Public Art Strategy 2016-20
- Biodiversity Strategy 2017-22
- Living Hobsons Bay: Integrated Water Management Plan 2014-19
- Community Greenhouse Strategy 2013-30
- Integrated Transport Plan 2017-30
- A Fair Hobsons Bay for All 2019-23
- Open Space Strategy 2018
- Affordable Housing Policy Statement 2016
- Housing Strategy 2019
- Neighborhood Character Study 2019
- Activity Centre Strategy 2019

In addition to restructuring and updating the planning scheme, DELWP advised that changes were required to the adopted housing policy to respond to Planning Practice Notes 90 and 91. These practice notes were released in December 2019 to provide guidance on how to plan for housing growth, protect neighbourhood character and use the residential zones to implement strategic work. The proposed updates to the adopted policy and the adopted zones support the intent of the supporting strategic documents. It is proposed that the restructured planning scheme and the new residential zones be implemented as one amendment.

The exhibition of the amendment will provide the community the opportunity to make further comment on the new residential zones and translated planning scheme. Any unresolved submissions will be considered by an independent Planning Panel and submitters will have another opportunity to present their views as part of this panel process.

Discussion

Restructuring the Hobsons Bay Planning Scheme into the new state format

The new structure for planning schemes introduced by Victorian Government in 2018 integrates state and local policy into one integrated framework to remove duplication.

This new structure replaces Council's Municipal Strategic Statement (MSS) and the Local Planning Policy Framework (LPPF) at Clause 21 and 22 of the Hobsons Bay Planning Scheme with what is now called the Municipal Planning Strategy (MPS) and inserts relevant local policies into a single framework. This is explained further below. A draft translated Hobsons Bay Planning Scheme is included in Attachment 1.

Municipal Planning Strategy (MPS)

The Municipal Planning Strategy provides the foundation for the planning scheme's policies by identifying the regional context as well as the assets, opportunities and challenges facing Hobsons Bay. The new MPS content is summarised in the table below. This table indicates where content has been translated from the existing scheme and where it has been taken from adopted Council policy.

A review of the Municipal Strategic Statement (MSS) was undertaken in 2019 by Council officers with the intention to include new policies in the scheme and give them statutory weight. This revised MSS (Attachment 2) has formed the basis for the translation into the new format.

New Clauses	Content and Proposed Change
02.01 Context	General overview of the municipality based on revised content previously contained in the LPPF at Clauses 21.02 (Key Issues and Strategic Vision).
02.02 Vision	Vision for the municipality based on revised content previously contained in the LPPF at Clause 21.02 (Key Issues and Strategic Vision).
02.03 Strategic Directions	Key land use themes based on the PPF and a brief overview and strategic directions for each theme, based on content previously contained in the LPPF at Clauses 21 and 22. Implements strategic work from the Activity Centres Strategy 2019, Biodiversity Strategy 2019-24, Climate Adaptation Plan 2013, Integrated Water Management Plan 2014, Housing Strategy 2019, Economic Development Strategy 2015, Experience Hobsons Bay Tourism Strategy 2019, Integrated Transport Plan 2019, and Open Space Strategy 2018.
02.04	New strategic plans that should be read in conjunction with 02.03 strategic directions; Strategic Framework Plan; Residential Development Framework Plan (Housing Framework Plan); Integrated Transport Plan; Biodiversity Plan.

Combined Local and State Planning Policy Framework

The content of the new framework is summarised in the table below. This table indicates where existing content has been translated from the current scheme and where new content has been taken from adopted Council policy.

New Clauses	Content and Proposed Change	Adopted policy introduced
11 Settlement	Local policy relating to strategic redevelopment areas and activity centres in Hobsons Bay Council from content previously contained in the LPPF at Clauses 21.02 (Key Issues and Strategic Vision), 21.03 (Settlement), 21.06 (Built Environment and Heritage), 21.08 (Economic Development) and 21.10 (Infrastructure).	Introduces new policy relating to Activity Centres Strategy 2019.

(continued on next page)

New Clauses	Content and Proposed Change	Adopted policy introduced
12 Environmental and Landscape Values	Local policies relating to the protection of biodiversity and coastal areas from content previously contained in the LPPF at Clause 21.02 (Key Issues and Strategic Vision) and 21.05 (Environment).	Introduces new policy relating to the Biodiversity Strategy 2017.
13 Environmental Risks and Amenity	Local policies relating to flood plain management and coastal inundation and erosion from content previously contained in the LPPF at Clauses 21.02 (Key Issues and Strategic Vision), 21.06 (Built Environment and Heritage), 21.07 (Housing) and 21.05 (Environment).	
15 Built Environment and Heritage	Local policy relating to building, landscape and urban design, signs, subdivision design, neighbourhood character, environmentally sustainable development and heritage conservation from content previously contained in the LPPF at Clauses 21.02, 21.03, 21.05, 21.06, 21.07, 21.08, 21.09, 21.10, 22.01, 22.02, 22.11 and 22.13.	Introduces new policy relating to preferred neighbourhood character and accessibility to implement strategic work from the Neighbourhood Character Study 2019 and Integrated Transport Study 2017-30.
16 Housing	Local policy relating to the location of residential development from content previously contained in the LPPF at 21.07 (Housing).	Introduces new policy relating to the location of residential development to implement strategic work from the Housing Framework Plan 2019.
17 Economic Development	Local policy relating to out-of-centre development, industrial land supply, sustainable industry and facilitating tourism from content previously contained in the LPPF at Clauses 21.02 (Hobsons Bay Key Issues and Strategic Vision), 21.03 (Settlement), 21.08 (Economic Development) and 22.02 (Industry).	Introduces new policy relating to the location of commercial development and the facilitation of tourism to implement strategic work from the Activity Centres Strategy 2019 and the Experience Hobsons Bay Tourism Strategy 2019.
18 Transport	Local policy relating to the transport system and public transport from content previously contained in the LPPF at Clauses 21.09 (Transport and Mobility).	
19 Infrastructure	Local policy relating to social and cultural infrastructure, open space and integrated water management from content previously contained in the LPPF at Clauses 21.03 (Settlement), 21.05 (Environment), 21.06 (Natural Resource Management) and 21.10 (Infrastructure).	Introduces new policy relating to the reuse of industrial building to implement strategic work from the Public Art Strategy 2016.

Overlays, Particular Provisions and Operational Provisions

The content of the new framework in relation to overlays and other provisions such as incorporated documents is summarised in the table below:

New Clauses	Content and Proposed Change
43.01 Heritage Overlay	Replace the Schedule to Clause 43.01 (Heritage Overlay) with a new schedule that includes application requirements previously contained at Clause 22.01 (Heritage) of the Local Planning Policy Framework.
52.28 Gaming	Replace the Schedule to Clause 52.28 (Gaming) with a new schedule that includes content previously contained at Clause 22.12 (Gaming) of the Local Planning Policy Framework.
72.04 Incorporated documents	Amend the Schedule to Clause 72.04 (Documents Incorporated into this Planning Scheme) to include a number of heritage design guidelines as incorporated documents previously contained at Clause 22.01 (Heritage).
72.08 Background documents	Replace the Schedule to Clause 72.08 (Background Documents) with a new schedule that consolidates and updates all background documents from Clauses 21 and 22 of the Local Planning Policy Framework.
74.01 Application of Zones, Overlays and Provisions	Introduces a new Schedule to Clause 74.01 (Application of Zones, Overlays and Provisions) to provide an explanation of the relationship between the municipal objectives, strategies and controls on the use and development of land in the planning scheme. The schedule consolidates all planning scheme implementation actions from Clause 21 of the Local Planning Policy Framework.
74.02 Further Strategic Work	Introduces a new Schedule to Clause 74.02 (Further Strategic Work) that consolidates all further strategic work actions from Clause 21 of the LPPF.

Updates to the Housing Strategy 2019

DELWP requires further clarification of where there are special heritage or environmental limitations on development and housing growth in Hobsons Bay. To respond this the Housing Framework Plan is proposed to be updated to show the “Limited” change area split into more detailed housing change areas being “Minimal” and “Incremental”.

Housing change areas relate to the preservation of neighbourhood character and seek to identify any environmental constraints as follows:

- **Minimal Change:** Areas that should be protected because of their special heritage character or areas where development may be restricted due environmental factors (e.g. within a precinct heritage overlay, prone to flooding or in proximity to a Major Hazard Facility)
- **Incremental Change:** Areas where housing growth occurs within the context of existing or preferred neighbourhood character
- **Moderate Change:** Areas where housing will evolve up to three storeys whilst respecting neighbourhood character

- **Substantial Change:** Areas where housing intensification will occur that results in a substantially different scale and intensity of housing compared to other areas

This approach provides more certainty to the community about the type of change and built form expected within each area. The housing change areas also now include other zones that have residential outcomes such as the Mixed Use Zone (MUZ) and Comprehensive Development Zone (CDZ). These are outlined in the table below.

Adopted housing change areas vs revised housing change areas

Adopted 2019 Housing Framework Plan	LIMITED CHANGE AREA		MODERATE CHANGE AREA	SUBSTANTIAL CHANGE AREA		
Revised 2019 Housing Framework Plan Height	MINIMAL CHANGE AREA 2 storey building height	INCREMENTAL CHANGE AREA 2 storey building height	MODERATE CHANGE AREA 3 storey building height	SUBSTANTIAL CHANGE AREA 3 or 4+ storey building height		
*Proposed Zone	NRZ	NRZ	GRZ	RGZ	MUZ	CDZ

There is a logical alignment between the zones and housing change areas for most areas within Hobsons Bay with some exceptions as change is relative to its context (see Attachments 3 & 4).

Updates to the Neighbourhood Character Study 2019

The Neighbourhood Character Study (including 28 brochures), adopted in 2019, outlines the preferred built form outcomes for specified neighbourhood character precincts. Minor updates are required to the Neighbourhood Character Study to reflect the four housing change areas discussed above. It is proposed that brochures are updated to reflect the new change areas once the amendment is adopted by Council. Refer to Attachment 5.

Updates to the Activity Centres Strategy 2019

A minor update is proposed to the Activity Centres Strategy where reference is made to the three housing change areas. Refer to proposed updates at Attachment 6.

Updates to the New Residential Zones adopted 2019

A review of the proposed residential zones was undertaken to ensure consistency with Victorian Government guidelines. This has resulted in minor changes to zones outlined below and detailed in the New Residential Zones Map at Attachment 7.

Review of residential zones that have existing controls

DELWP has advised that the new residential zones must not conflict with any existing controls. The Design and Development Overlay Schedule 8 (DDO8) that applies to land along the foreshore in Williamstown specifies a preferred building height of two storeys with an allowance for three storeys subject to meeting certain design criteria. As the overlay allows for three storeys DELWP have advised it is incorrect to apply the Neighbourhood Residential Zone (NRZ) for these properties which would only allow for two storeys.

It is therefore proposed to retain the General Residential Zone (GRZ) for the few properties listed below where this conflict occurs:

- 1-2 The Strand, Newport – these sites are not contributory within HO31 and will be protected by the provisions of the DDO8
- 263 Nelson Place, Williamstown – this site is already a three-storey development and is protected by its own HO229 and the provisions of the existing DDO8

For the same reason the GRZ is also proposed to be retained for land within the Rifle Range Estate in Williamstown which is subject to the *Rifle Range Estate Urban Design Guidelines*. These guidelines are registered on title and allow for dwellings with a third-floor attic up to a height of 12m.

Review of new residential zones within precinct Heritage Overlays

There are only a few areas within Hobsons Bay where the adopted zones would allow buildings of greater than two storeys in a precinct heritage overlay. Council officers have reviewed these areas in response to the new practice notes that aim to ensure new zones consider the impact of building heights on special heritage character.

The following minor changes to the adopted zones are proposed:

- 136 Ferguson Street is proposed to be changed from RGZ to GRZ given this is a smaller site and due to its relationship to adjoining properties
- 114 to 120 Ferguson Street Williamstown are proposed to be changed from GRZ to NRZ given the sites are all contributory dwellings within HO27
- 3-93 Mason Street are proposed to be changed from GRZ to NRZ given the sites are all contributory dwellings under HO23

Consistent with the adopted August 2019 approach, the area that forms part of the Newport Precinct Structure Plan has been excised from the New Residential Zones amendment. In addition it is proposed to excise additional land in Newport which is being considered as part of the Inner Newport Heritage Gap Study. This study may identify additional areas with the potential to be included in a heritage overlay and therefore may be a Neighbourhood Residential Zone rather than General Residential Zone. Once finalised any changes will be made through the Newport Structure Plan amendment process.

There are no other changes proposed to the new residential zones adopted by Council on 13 August 2019 following extensive community consultation. The exhibition of the amendment will provide the community the opportunity to make further comment on the new residential zones and translated Hobsons Bay Planning Scheme and any unresolved submissions will be considered by an independent Planning Panel.

9.3.2 Community Grants Program Recommendations Report

Directorate:	Sustainable Communities
Responsible Officer:	Community Grants Officer
Reviewer:	Director Sustainable Communities
Councillor Portfolio:	Social Wellbeing and Community Services – Cr Tony Briffa JP and Cr Colleen Gates
Attachments:	1. Council Community Grants Overview - August 2020 [9.3.2.1 - 12 pages]

Purpose

To note the outcome of grant funding allocation through the 2021 Hobsons Bay Community Grants Program.

Motion

Moved Cr Sandra Wilson, seconded Cr Jonathon Marsden:

That Council:

1. Notes the Councillor Review Panel's recommendation that the Hobsons Bay Community Grants Program (the program) allocates \$245,500 (two hundred and forty-five thousand, five hundred dollars), excluding GST, to fund 162 applications from the 2021 program.
2. Notes that a list of all grant recipients will be released on Council's website and grant outcomes will be promoted to the community.
3. Endorses contacting all applicants to advise them of their grant outcome and providing unsuccessful applicants with the opportunity for feedback on their application.
4. Notes that funds originally retained for the purposes of a Quick Response Round in February 2021 may be released to the community earlier as Council responds to unique community needs in the context of the COVID-19 pandemic.

Carried unanimously

Recommendation

That Council:

1. Notes the Councillor Review Panel's recommendation that the Hobsons Bay Community Grants Program (the program) allocates \$245,500 (two hundred

and forty-five thousand, five hundred dollars), excluding GST, to fund 162 applications from the 2021 program.

2. Notes that a list of all grant recipients will be released on Council's website and grant outcomes will be promoted to the community.
3. Endorses contacting all applicants to advise them of their grant outcome and providing unsuccessful applicants with the opportunity for feedback on their application.
4. Notes that funds originally retained for the purposes of a Quick Response Round in February 2021 may be released to the community earlier as Council responds to unique community needs in the context of the COVID-19 pandemic.

Summary

The Hobsons Bay Community Grants Program closed on 30 June 2020. The program received 193 applications requesting a total of \$409,449. A rigorous evaluation process has been undertaken culminating in a Councillor Review Panel which reviewed and finalised the recommended outcomes. A total of 162 grants are proposed which will distribute \$245,500 to local community organisations and projects and will leverage a further \$1 million in co-investment from the community.

Background

The program enables investment directly into the community. Funding provided through the program is of vital importance to the sustainability and viability of community groups. Recognising the impact of COVID-19, Council committed to a short application and assessment timeframe for the 2021 program, cutting several months from the normal timelines. The 2020 Community Grants Program opened on 29 May 2020 and closed on 30 June 2020, with a commitment that grants would be paid during August 2020. Acquittals are due in December 2021.

Many applicants to the 2021 program reported they have been significantly impacted by COVID-19. Significant concerns include loss of income and sponsorship, program implementation, community engagement and members' engagement.

As with past rounds, applications were invited across four categories:

- Small Expenses supports administration and registration costs of groups
- Vibrant Community supports projects, activities and programs
- Invested Together is a two year partnership fund
- Toyota Australia contributes an annual \$30,000 and its own assessment staff to support the Toyota Equipment and Resources category. This year Toyota contributed an additional \$10,000 to help meet higher needs during COVID-19

The overall funding pool for Hobsons Bay Community Grants in 2020-21 is \$318,000. From that total, \$245,500 is available to new applications made through the current phase of

the program, \$22,500 is pre-allocated to second-term payments for the Invested Together category and \$50,000 has been set aside by Council to resource a later quick response round in February 2021. Council will review the intent of a quick response program in context of the ongoing COVID-19 response and support for the community. A further report on future grants to support community groups during the pandemic will be presented for Council's consideration in the coming months.

Discussion

There was a strong response to the Hobsons Bay Community Grants round with 193 applications received.

The program was advertised publicly and further promoted by direct contact with networks, groups, and previous applicants. Council hosted four online information and grant writing workshops. Workshops were attended by 40 residents representing their local community groups and organisations. Assistance was provided to additional groups over the phone, including to help complete applications online and to develop individual project ideas.

Initial assessment was undertaken by Council staff (Toyota staff oversaw the Equipment and Resources category) utilising an eligibility checklist and assessment matrix which included impacts of COVID-19 as a priority area. A management assessment panel reviewed and referred the recommendations for final consideration and endorsement by Council's delegated Councillor Review Panel.

There is a notable increase in demand for equipment purchases to support community groups and clubs. Equipment and resource supported requests included Zoom licences, IT equipment, sport equipment, cleaning and sanitising products and online resources. Even though the grant had increased funding, there were more applications than money for the Toyota Equipment and Resources category. The Councillor Review Panel endorsed funding some of the equipment and resources applications to meet additional needs.

Allocation of funding to each category

Category	Number of applications funded	Total funding allocation
Small Expenses	41	\$21,000
Toyota Equipment/Resources	42	\$40,000
Additional equipment/resources funded by Council	26	\$25,823
Vibrant Community	53	\$158,677
Total	162	\$245,500

Detailed information on the grants round including locations, themes and processes is included in Attachment 1, along with detailed charts summarising the total funds requested and allocated by organisation type, suburb, and grant type. A list of funded applicants will be available on the Community Grants Program page of Council's website.

Applications that are supported will enable a range of projects and initiatives, including community development, community strengthening and support, sports inclusion, social connection, environment projects, youth activities, volunteer initiatives and seniors projects.

No new projects were recommended for the Invested Together partnership category due to the COVID-19 pandemic impacting applicants' capacity to make longer term development plans.

In addition to the Hobsons Bay Community Grants Program, Council supports and enables other grants programs throughout the year. A review of grants and funding is currently underway to ensure a holistic, responsive and best value outcome for the city.

9.4 Infrastructure and City Services

9.4.1 Building Asset Management Plan 2020

Directorate:	Infrastructure and City Services
Responsible Officer:	Coordinator Strategic Asset Management
Reviewer:	Director Infrastructure and City Services
Councillor Portfolio:	Not Applicable
Attachments:	1. Building Asset Management Plan 2020 [9.4.1.1 - 39 pages]

Purpose

To seek Council's endorsement of the Building Asset Management Plan 2020 (BAMP).

Motion

Moved Cr Angela Altair, seconded Cr Jonathon Marsden:

That Council adopts the Building Asset Management Plan 2020.

Carried unanimously

Recommendation

That Council adopts the Building Asset Management Plan 2020.

Summary

The Draft BAMP has been developed to demonstrate responsible management of the Hobsons Bay municipal open space assets.

The Draft BAMP was endorsed at the Ordinary Council Meeting on 12 May 2020 to be placed on public exhibition for four weeks.

No comments or feedback were received from the community during the public exhibition period; therefore, the Draft BAMP (Attachment 1) is being presented for adoption unchanged.

Background

There are 216 buildings owned and/or managed by Council. Some of these have further separable facilities within them. The building portfolio has an estimated replacement value of \$223 million.

The BAMP combines management, financial, engineering and technical practices to ensure the level of service required is provided at the most economical cost to the community.

Discussion

A building condition audit was completed in 2019 to determine those building assets in poor condition that require renewal. The audit results have informed the development of a long term works program and the asset management plan.

Most of Council's buildings are in good to moderate condition, with 9 percent of buildings in poor condition. These poor condition buildings have been included in the Capital Works Program over the next five years.

The required expenditure to renew the buildings and components in a timely manner over the next 10 years is detailed in the Financial and Resource Implications section of this report.

9.4.2 Aviation Road, Laverton and Ferguson Street, Williamstown North Level Crossing Removal Project Precinct Plans

Directorate:	Infrastructure and City Services
Responsible Officer:	Manager Strategic Projects
Reviewer:	Director Infrastructure and City Services
Councillor Portfolio:	Integrated Transport – Cr Jonathon Marsden and Cr Sandra Wilson
Attachments:	<ol style="list-style-type: none">1. Aviation Road Level Crossing Removal Precinct Plan [9.4.2.1 - 18 pages]2. Ferguson Street Precinct Plan (FINAL) [9.4.2.2 - 16 pages]

Purpose

To provide Council with the finalised level crossing precinct plans for Aviation Road, Laverton and Ferguson Street, Williamstown North (Attachment 1) These precinct plans have been developed with community input and will be referenced for the purposes of advocating to respective Victorian Government agencies and Ministers.

Motion

Moved Cr Peter Hemphill, seconded Cr Angela Altair:

That Council:

1. **Adopts the Aviation Road Precinct Plan and Ferguson Street Precinct Plan.**
2. **Advocates to the Victorian Government for the implementation of the Aviation Road Precinct Plan and Ferguson Street Precinct Plan to improve the precinct amenity, address pedestrian and cyclist safety, protect local heritage and environmental values and improve the traffic and transport arrangements.**

Carried unanimously

Recommendation

That Council:

1. **Adopts the Aviation Road Precinct Plan and Ferguson Street Precinct Plan.**
2. **Advocates to the Victorian Government for the implementation of the Aviation Road Precinct Plan and Ferguson Street Precinct Plan to improve the precinct amenity, address pedestrian and cyclist safety, protect local heritage and environmental values and improve the traffic and transport arrangements.**

Summary

Both the Aviation Road and Ferguson Street precinct plans represent amenity improvements which have been identified through community engagement. Council established Community Interest Groups for both project sites and input received from these groups has also contributed to the development of the precinct plans.

The precinct plans are consistent with the Hobsons Bay Grade Separation Guidelines and Objectives which were adopted in March 2016 following community consultation. Council acknowledges that the precinct plans are beyond the scope of the respective Level Crossing Removal Projects (LXRP); however, the precinct plans provide an opportunity for the relevant Victorian Government agencies and Council to continue to collaborate to improve the local amenities and address specific issues.

Background

In March 2016 Council endorsed the Hobsons Bay Grade Separation Principles and Guidelines which were developed with input from the community. The principles apply in the planning, design, consultation and implementation of any grade separation project within Hobsons Bay. They are in place to ensure that level crossing removals are well integrated with the local area and that community amenity is protected.

The principles are:

- a value for money outcome
- an efficient road network
- a connected community
- conservation of special values
- minimal impact on adjacent private land
- quality public places
- allowance for future development
- a safe and accessible precinct
- an integrated transport hub
- an environmentally responsible development
- a development that addresses community concerns and aspirations

The following guidelines specifically apply to the Ferguson Street level crossing removal project:

Conservation of special values and neighbourhood character

- retain the North Williamstown Railway Station building
- enhance and celebrate the heritage values of the station, other heritage features and the local village feel of the precinct
- improve the appearance and sense of arrival at this key gateway to Williamstown

Quality public places

- retain, improve and create new public spaces that are connected to the train station
- maintain significant tree canopy and vegetation

A connected community

- ensure that the built response does not include a rail or vehicle overpass or other barriers that physically divide the community
- ensure that views from adjacent residences, public spaces and businesses are preserved or improved

A value for money outcome

- ensure that the level crossing removal is the most cost-effective solution to current congestion and safety issues
- undertake investigations into a well-designed pedestrian underpass that achieves safe pedestrian and cycling connectivity to all sides of the intersection as an alternative to separation of the road and rail infrastructure

A safer community

- achieve the safest possible pedestrian and cycling connections through this intersection, providing a well-connected neighbourhood

An efficient road network

- modify the current road design to provide a smoother transition from Kororoit Creek Road to Ferguson Street and improve motorist safety

Early 2017 Council established the Aviation Road CIG followed by the Ferguson Street Level Crossing CIG, comprising community representatives and Councillors. The purpose of the CIGs was to formulate input for Council's consideration on the level crossing removal projects. In September 2019 the Ferguson Street Level Crossing CIG reported to Council that their preferred option for the site was rail under road on the basis that several of the Hobsons Bay Grade Separation objectives would be achieved.

Discussion

The Aviation Road Level Crossing Removal Project commenced in September 2016 with site assessments and preliminary design development which were released for community engagement. The final design resulted in a road over rail solution based around a total project package to be delivered in two stages. Stage 1 comprises the road bridge, a new shared use path for a short section of Maher Road and landscaping. An important pedestrian underpass to connect commuters to the nearby Aircraft Station will be completed in Stage 2 in parallel with level crossing removal works at Werribee and Cherry Streets in Werribee. This will reduce the number of rail shutdowns needed on the Werribee line to remove the three level crossings.

The Level Crossing Removal Project (LXRP) completed Stage 1 in September 2019 and the overpass is now operational.

Representatives of the Laverton community together with Council have participated in various engagement opportunities throughout the design development and delivery phase of Stage 1. In response to the community engagement findings Council has undertaken this study to help identify potential opportunities at the wider precinct level. This Aviation Road Level Crossing Removal Precinct Plan identifies opportunities, ideas and principles which shift the project from a road-based traffic and public transport focus to one that will deliver a greater variety of community improvements.

The draft Ferguson Street Williamstown North Level Crossing Precinct Plan was released for community comment on 25 May 2020. On 19 June 2020, the LXR announced that the final design option for the level crossing removal will be rail under road. The draft precinct plan was developed on the understanding that two options remained, these being rail under road and rail over road. The final precinct plan as developed by Council recognises the rail under road level crossing removal concept plan as released by LXR.

Following the exhibition of the draft precinct plan, a total of 534 survey responses were received, of which 46 per cent agreed that the precinct plan addresses the issues and opportunities in the precinct, 30 per cent disagreed and 24 per cent neither agreed nor disagreed. Most of the survey respondents (80 per cent) live in Williamstown or Williamstown North, 12 per cent in Newport and 7 per cent did not list their residential suburb. One respondent was from Brooklyn and one was from Seaholme.

In summary the key feedback themes received through the survey responses included:

Pedestrian and cyclist safety

- pedestrian and cyclist safety remain a key concern for residents
- most respondents supported the proposed layout for shared user pathways throughout the precinct including the option for an underpass

Traffic management

- the proposal to remove the existing roundabouts and establish signalised intersections received mixed responses
- some respondents believe the signalised intersections would address pedestrian and cyclist safety
- some respondents questioned how the proposal for traffic lights would enable continued local road access onto Ferguson Street, specifically from Victoria Street

Car parking

- the proposal to relocate the car park further north on Power Street was not supported due to the increased traffic impacting local roads and residents
- changes were suggested for the existing Champion Road parking limits to service all day commuter parking

Heritage values

- retention and repurposing of the station houses was supported by the vast majority of the survey respondents with the request to retain the village feel in the precinct

Open space and vegetation

- retention of the open space including the established trees was supported by most respondents
- many respondents raised the playground's proximity to Ferguson Street as a safety concern, but retention of a playground within the precinct was supported
- many respondents supported the inclusion of public art in the open space areas

Further to the submissions received in response to the draft plan and noting the level crossing removal design response being rail under road, the Ferguson Street Precinct Plan includes the following elements:

- retention of both station houses to be repurposed for railway station and community use
- enlarged community plaza space to enable safe and continued access through the precinct, specifically over the rail corridor
- relocation of the Power Street playground away from Ferguson Street, further north on Power Street
- no increase to the current car park capacity
- retention of existing established trees (subject to further formal assessment of their health condition)

No changes to the road management treatments have been included in the Ferguson Street Precinct Plan. Further detailed monitoring and modelling will be undertaken before and after the level crossing removal to identify any change in travel patterns and determine the preferred treatments. Council will continue to engage with the Victorian Government in reviewing these traffic arrangements, noting Kororoit Creek Road is an arterial road contributing to the local road network.

Both precinct plans are not technical documents but rather define tangible outcomes which are consistent with community engagement findings, Council's Grade Separation Guidelines and Principles and respective policies and strategies. Council will continue to liaise with the relevant state agencies and authorities to progress these precinct plans and specifically through the design development and delivery phases for Stage 2 of the Aviation Road Level Crossing Removal and the Ferguson Street Level Crossing Removal projects.

Motion

Moved Cr Sandra Wilson, seconded Cr Jonathon Marsden:

That Council extends the Council Meeting by a further 30 minutes until 10.30pm.

Carried unanimously

9.4.3 West Gate Tunnel Project Update Report

Directorate:	Infrastructure and City Services
Responsible Officer:	Senior Technical Advisor
Reviewer:	Director Infrastructure and City Services
Councillor Portfolio:	Integrated Transport – Cr Jonathon Marsden and Cr Sandra Wilson
Attachments:	Nil

Purpose

Motion

Moved Cr Jonathon Marsden, seconded Cr Peter Hemphill:

That Council receives this update report on the status of the West Gate Tunnel Project and Council's advocacy on aspects of the Project.

Carried unanimously

Recommendation

That Council receives this update report on the status of the West Gate Tunnel Project and Council's advocacy on aspects of the Project.

Summary

This month's report includes the status of:

- Council's ongoing advocacy focus items:
 - Muir Street, Spotswood and Rosala Avenue, Brooklyn pedestrian overpasses
 - Hall Street streetscape design
 - Kororoit Creek shared use path
 - landscape plans and tree replacement
- construction activity and disruptions
- Open Space Enhancement Package (OSEP)
- summary of other items

Background

The Project started in 2018 and following delays experienced is now due to finish in 2023. It is a partnership between the Victorian Government and Transurban, managed by the West Gate Tunnel Project – Major Transport Infrastructure Authority (WGTP MTIA) and built by construction contractors CPB Contractors and John Holland as a joint venture (the JV).

Monthly reports are tabled through the Ordinary Council Meetings providing updates on various aspects of the Project. Earlier reports can be accessed via the Council website. Operational updates including live traffic disruption information can be accessed via: <http://westgatetunnelproject.vic.gov.au/disruptions>

Discussion

Council advocacy

Throughout the design and construction stages, Council has negotiated outcomes and improvements wherever possible that are consistent with its adopted position to optimise beneficial community outcomes.

Council advocacy is currently focused on five strategic items, detailed below, which are being discussed with Project Co, the JV and WGTP MTIA.

1. Muir Street and Rosala Avenue pedestrian overpasses

The JV removed the two pedestrian overpasses at Muir Street, Spotswood and Rosala Avenue, Altona North on 23 May 2020 for freeway widening and noise wall work prior to the new bridges being constructed. A temporary replacement bus service has been set up for the Yarraville/Spotswood and Altona North/Brooklyn communities. A review of the service has included a survey of residents, community groups, local schools and sporting clubs to determine improvements to best meet the local access needs. While the response was relatively low, the survey results indicate:

- general opposition to the overpass removals and dissatisfaction with the bus routes, service frequency and service information and promotion
- more promotion of the service is needed
- greater service flexibility which should be determined through regular monitoring and assessment of the bus service
- there is support for the school run to Wembley Primary School but the service to schools is lacking in Brooklyn
- patronage is low (less than five patrons) outside school start and finish times
- issues with the larger buses on local roads

Council officers have been consulted as a part of the bus service review and have suggested use of smaller 12-15 person buses outside the busy school run periods and the need for more promotion of the service throughout the two communities. Council requires the bus service to continue until the new bridges are operational and that it continues to be reviewed, monitored and adjusted accordingly following stakeholder review to improve the service.

2. Hall Street streetscape design

Council has negotiated a successful outcome with the JV for Hall Street that provides for a three-metre-wide shared use path connecting the proposed Federation Trail to Spotswood Railway Station while keeping parking and two-way traffic flow. Council has started survey and design services to coordinate the construction of the road and drainage in Hall Street with the JV's works on both Hall Street and the upcoming Hyde Street ramp construction works. Further updates on the design will be provided in future reports.

3. Kororoit Creek shared use path

Outstanding issues in relation to the Kororoit Creek area include the proposed tree planting and landscaping; trail design alignment, safety and upgrade works at the Bluestone Bridge; cultural interpretation and wayfinding. Several items requested by Council remain outside the project scope. Discussions to resolve these issues continue between Council, WGTP MTIA, their heritage consultant and other key stakeholders including the Friends of Lower Kororoit Creek and Traditional Owner Groups. Council has written to the JV requesting that the decision to delay the opening of the path until late 2022 be reconsidered.

4. Landscape plans and tree replacement

A total of 11,346 trees are currently proposed to be planted in Hobsons Bay to replace 2,427 removed as part of the Project. This equates to a replacement ratio of 4.7:1, slightly less than the stipulated 5:1. Council continues to advocate for maximum planting in appropriate areas as part of the Project and further updates will be provided in future reports.

Construction activity and disruptions

Construction works continue along the freeway corridor including at the interchanges at Grieve Parade, Millers Road and Williamstown Road. Recent notifications regarding Williamstown Road utilities and widening works and works to widen and strengthen the Newport Rail Bridge have been distributed.

Due to ongoing resident concerns about construction vehicles in the local area, Council officers met with the JV to agree on measures to minimise the impacts of WGTP trucks on the community. Such measures include extra signage to direct trucks, an induction and management system set up for anyone working on the Project of the approved routes and encouraging residents to report number plate or other identification details for the JV to follow up with any offending drivers.

Updates on construction activity and disruption notifications can be accessed via the Project website <https://westgatetunnelproject.vic.gov.au/construction/work-notifications>

Open Space Enhancement Package

The status of the OSEP is described below.

DN Duane Reserve, Brooklyn Reserve and Rowan Avenue Reserve, Brooklyn:

- All works are now complete including play equipment installed and other enhancement works including adult fitness equipment at DN Duane Reserve and shade structures at both Rowan and DN Duane Reserves
- the decommissioned Frances Sullivan Kindergarten at Brooklyn Reserve has been demolished
- all remaining works including the installation of the new public toilet, shade structure and walkways at Brooklyn Reserve were completed at the end of July 2020

WLJ Crofts Reserve, Altona North:

- site preparation for the development of the new pavilion has started and demolition to be completed in August 2020
- sportsground and floodlighting works are expected to begin from September 2020 with completion in April 2021.

Donald McLean Reserve, Spotswood:

- preliminary preparation is underway for the demolition of the existing pavilion
- the multipurpose courts are well underway and will be completed in late September 2020
- upgrades of Ovals 1 and 2 are complete and open to the public
- the relocated cricket practice pitches and nets are due to be completed in October 2020
- request for quotations have been called to appoint a consultant to develop designs for the remaining open space areas within the reserve

Further details and updates on each of these projects including community engagement opportunities can be accessed via Council's Participate page at <https://participate.hobsonsbay.vic.gov.au/>

Other Items

The last meeting of the Community Liaison Group (CLG) was held on 23 July 2020. Further information on the CLG including copies of meeting notes and presentations can be found at: <http://westgatetunnelproject.vic.gov.au/clg/>

A meeting of the Traffic Management Liaison Group was held on 1 July 20 and discussed the ongoing traffic coordination, monitoring and impacts of the WGTP including ramp and lane closures. In the next phase of work, the JV will shift lanes to the outer edge of the freeway, allowing crews to create a new worksite in the centre to safely continue building the new tunnel portals and add extra lanes to the freeway while keeping traffic moving. This phase begins in late July and will require overnight freeway, ramp and lane closures as well as some full weekend ramp closures. Details on upcoming traffic impacts can be found at: <https://bigbuild.vic.gov.au/disruptions>

The \$10 million West Gate Neighbourhood Fund is a grants and partnerships program for communities within Maribyrnong City Council and Hobsons Bay City Council. The application period for the 2019-20 partnerships program closed on 26 February 2020. Applications are currently being reviewed by WGTP MTIA with reviews by the CLG, Councils, and other state government agencies to follow. Funding recipients are to be announced in the second half of the year. Community grant applications available to not-for-profits in the Maribyrnong and Hobsons Bay areas will be open in the second half of the year and will provide up to \$100,000 per application. Grant writing workshops and information sessions are planned to be held. Further information is available at:

<http://westgatetunnelproject.vic.gov.au/neighbourhoodfund>

The WGTP air quality monitoring report for May 2020 recorded no exceedances of the air quality objectives. Monthly monitoring reports are published on the Project website at:

<http://westgatetunnelproject.vic.gov.au/about/keytopics/tunnel-ventilation-and-air-quality>

10 Delegate Reports

Purpose

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

Motion

Moved Cr Jonathon Marsden, seconded Cr Tony Briffa:

That Council receives and notes the recent Delegate Reports.

Carried unanimously

Recommendation

That Council receives and notes the recent Delegate Reports.

10.1 Delegate Report - Metropolitan Transport Forum

Directorate: Infrastructure and City Services

Councillor Delegate: Cr Jonathan Marsden

Date of Meeting: 1 July 2020

Attachments:

1. MTF letter to MPs re: COVID-19 Active Transport Resolution June 2020 [4.8.1 - 2 pages]
2. MTF cover letter and June Active Transport Resolution June 2020 [4.8.2 - 4 pages]

Department of Transport's response to COVID-19

Brett Langley, Acting Head of Transport Services, Department of Transport (DoT) presented on DoT's response to COVID-19.

Restrictions have caused public transport patronage to drop by 90 per cent as customers have been asked to work from home and avoid unnecessary travel. Considering this, a key decision for DoT was how to maintain the confidence of customers and whether to run a full timetable and maintain capacity. It was noted that public transport is essential for many workers and that maintaining the timetable and capacity would allow passengers to physically distance. In addition, it was outlined that trials in Sydney to limit public transport capacity had not worked well as they were unenforceable by regular transport staff and created conflict between passengers.

To maintain the confidence of passengers and reduce transmission risk DoT removed cash handling and ticket checking and focused on staff hygiene and more cleaning. Currently patronage is now at 27 per cent capacity, although this is deemed to equate to full capacity on average once physical distancing requirements are considered. Restrictions also caused road traffic to drop 40 per cent but levels have since returned to 85 per cent of normal levels.

DoT is currently assessing options for additional public transport services in the shoulder period due to changing travel demand patterns. A \$340 million package of measures is also being rolled out to manage road congestion and better use existing roads and will take in some roads in Hobsons Bay. CCTV cameras and wireless travel time sensors will gather data and manage demand. Traffic light timings will be re-sequenced, clearways enforced with new penalties and upgraded to tow-away zone status, and road occupation charges for developers that block traffic lanes introduced. DoT is also investigating options to support safe travel options for pedestrians and cyclists.

Strategic advocacy update

The Metropolitan Transport Forum (MTF) has written to all metropolitan state MPs advising them of local government support for active transport (Attachment 1). MTF has also requested that all member councils add the transport implications of COVID-19 to the agenda of their COVID Response Committee and consider what could be done to support alternatives to public transport and private cars (Attachment 2).

It was also reported that the Australian Government has announced a \$500 million Local Road and Community Infrastructure available from 1 July 2020 which may support COVID response projects. Discussion among the group noted that Councillors need to take an active role in promoting COVID-19 response transport projects and be supportive when difficult issues, such as the loss of parking to facilitate bike lanes, arise.

11 Notices of Motion

No notices of motion were received.

12 Urgent Business

Motion

Moved Cr Tony Briffa, seconded Cr Jonathon Marsden:

That Council considers items of Urgent Business in relation to a change of Council Meeting date and public exhibition of the Local Government Act 2020 Governance Rules and compulsory policy suite.

Carried unanimously

12.1 Change of Council Meeting Date

Directorate: Corporate Services

Responsible Officer: Governance Advisor

Motion

Moved Cr Jonathon Marsden, seconded Cr Tony Briffa:

That Council reschedule the Ordinary Council Meeting on 18 August 2020 to 25 August 2020 and gives public notice of the date change in accordance with clause 19 of the Hobsons Bay Meeting Procedure and Common Seal Local Law 2015.

Carried unanimously

12.2 Local Government Act 2020 Governance Rules and Policy Suite – Public Exhibition

Directorate: Corporate Services

Responsible Officer: Coordinator Governance and Information Management

Motion

Moved Cr Angela Altair, seconded Cr Sandra Wilson:

That Council **places** the *Local Government Act 2020* compulsory policy suite, including the model Governance Rules provided by Local Government Victoria on public exhibition to seek community feedback prior to adoption by Council at the Ordinary Council Meeting on 25 August 2020.

Carried unanimously

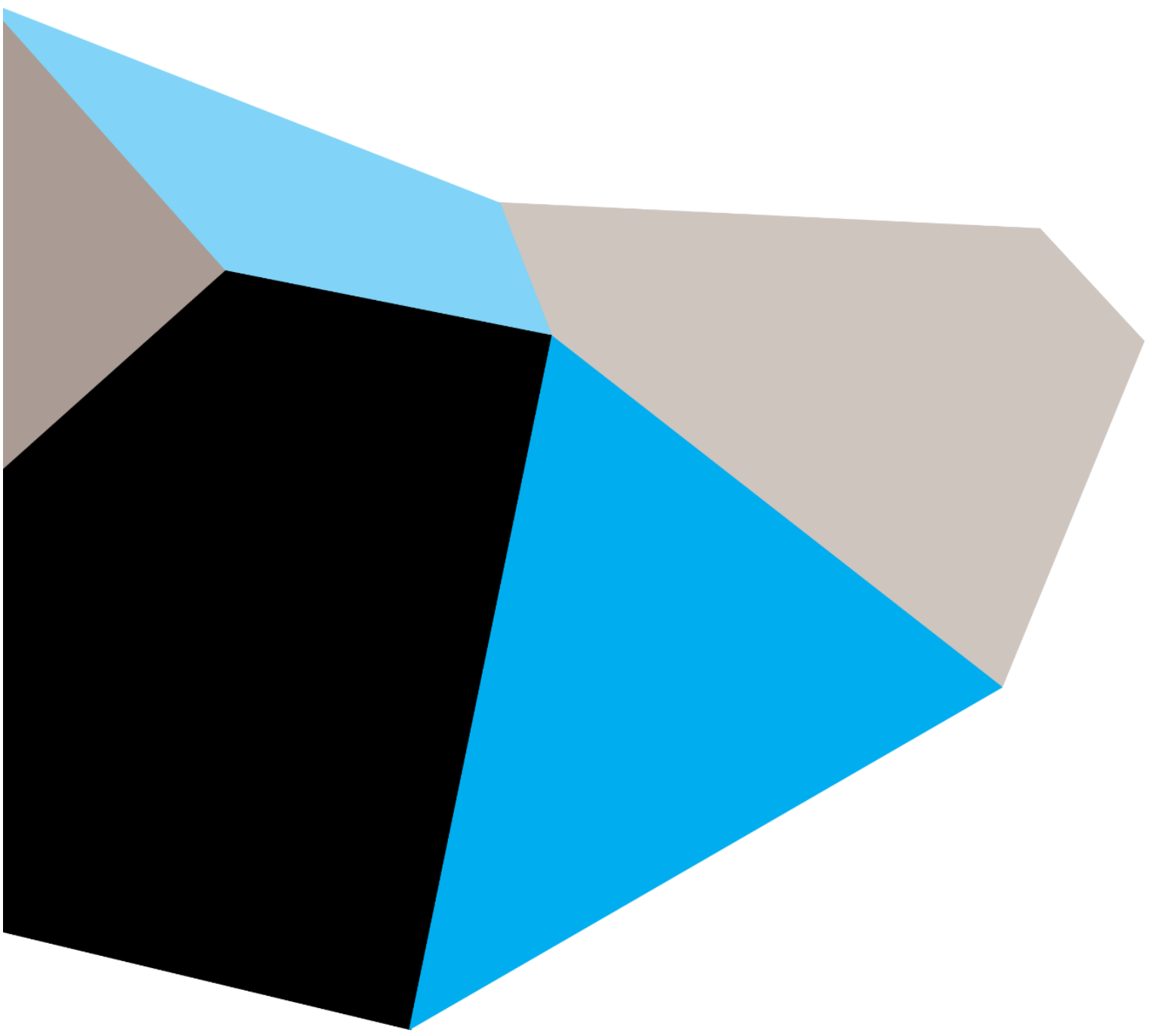
13 Close of Meeting

There being no further business, the Chairperson declared the meeting closed at 10.12pm.

Chairperson – Cr Colleen Gates

Signed and certified as having been confirmed.

25 August 2020



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