

AGENDA

**SCHEDULED COUNCIL MEETING
WARRNAMBOOL CITY COUNCIL
5:45 PM - MONDAY 7 MARCH 2022**



VENUE:

**Lighthouse Theatre Studio
Timor Street
Warrnambool**

COUNCILLORS

Cr. Richard Ziegeler (Mayor)
Cr. Otha Akoch
Cr. Debbie Arnott
Cr. Ben Blain
Cr. Vicki Jellie AM
Cr. Angie Paspaliaris
Cr. Max Taylor

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can be obtained online at www.warrnambool.vic.gov.au

Peter Schneider
CHIEF EXECUTIVE OFFICER

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All Open and Special Council Meetings will be audio recorded, with the exception of matters identified as confidential items in the agenda. This includes public participation sections of the meeting. Audio recordings of meetings will be made available for download on the internet via the Council's website by noon the day following the meeting and will be retained and publicly available on the website for 12 months following the meeting date. The recordings will be retained for the term of the current Council, after which time the recordings will be archived and destroyed in accordance with applicable public record standards. By participating in Open and Special Council meetings, individuals consent to the use and disclosure of the information that they share at the meeting (including any personal/sensitive information), for the purposes of Council carrying out its functions.

BEHAVIOUR AT COUNCIL MEETINGS

Thank you all for coming – we really appreciate you being here. These meetings are the place where, we as Councillors, make decisions on a broad range of matters. These can vary greatly in subject, significance and the level of interest or involvement the community has. As part of making these decisions, we are presented with comprehensive information that helps us to form our position – you will find this in the agenda. It should also be remembered that the Council meeting is a “meeting of the Council that is open to the public”, not a “public meeting with the Council.” Each Council is required to have Governance Rules that pertains to meeting procedures. Warrnambool City Council has followed best practice in this regard and its Governance Rules provides regulations and procedures for the governing and conduct of Council meetings. Copies of the Conduct and Behaviour excerpt from Warrnambool City Council's Governance Rules can be obtained online at www.warrnambool.vic.gov.au. We thank you in anticipation of your co-operation in this matter.

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1. OPENING PRAYER & ORIGINAL CUSTODIANS STATEMENT

Almighty God
Grant to this Council
Wisdom, understanding and Sincerity of purpose
For the Good Governance of this City
Amen.

ORIGINAL CUSTODIANS STATEMENT

I wish to acknowledge the traditional owners of the land on which we stand and pay my respects to their Elders past and present.

2. APOLOGIES

3. CONFIRMATION OF MINUTES

RECOMMENDATION

That the Minutes of the Scheduled Meeting of Council held on 7 February 2022, be confirmed.

4. DECLARATION BY COUNCILLORS AND OFFICERS OF ANY CONFLICT OF INTEREST IN ANY ITEM ON THE AGENDA

Section 130 of the Local Government Act 2020 (Vic) (**the Act**) provides that a relevant person must disclose a conflict of interest in respect of a matter and exclude themselves from the decision making process in relation to that matter including any discussion or vote on the matter at any Council meeting or delegated committee meeting and any action in relation to that matter.

Section 126(2) of the Act sets out that a relevant person (Councillor, member of a delegated Committee or member of Council staff) has a conflict of interest if the relevant person has a **general conflict of interest** within the meaning of section 127 of the Act or a **material conflict of interest** within the meaning of section 128 of the Act.

A relevant person has a **general conflict of interest** in a matter if an impartial, fair minded person would consider that the person's private interests could result in that person acting in a manner that is contrary to their public duty.

A relevant person has a **material conflict of interest** in a matter if an affected person would gain a benefit or suffer a loss depending on the outcome of the matter.

A Councillor who has declared a conflict of interest, must leave the meeting and remain outside the room while the matter is being considered, or any vote is taken. Councillors are also encouraged to declare circumstances where there may be a perceived conflict of interest.

5. MAYORAL PRESENTATION

6. PUBLIC QUESTION TIME

7. REPORTS

7.1. HARBOUR REFERENCE GROUP

DIRECTORATE/DEPARTMENT : Governance, Property, Projects and Legal

PURPOSE:

The purpose of this report is to review the Warrnambool Harbour Reference Group in accordance with its Terms of Reference.

EXECUTIVE SUMMARY

The Warrnambool Harbour Reference Group (the Group) is an advisory group to the Council which was established in 2014 as part of the Harbour Master Plan development.

The Terms of Reference for the Group were due for review on 1 January 2022.

Upon review of the Terms of Reference, it was determined that the purpose of the Group no longer aligns with the purpose of its establishment or the current Council Plan.

The Warrnambool Harbour Reference Group has made a valuable contribution to support the delivery of the Harbour Master Plan and related works and activities of Council in and around the Harbour. After assessing the ongoing requirement for the Group, it has, however, been concluded that the initial need for the Group has been realised, and it is recommended that the Warrnambool Harbour Reference Group be discontinued.

RECOMMENDATION

That Council:

- 1. Terminate the Warrnambool Harbour Reference Group.**
 - 2. Acknowledge and thank present and former members of the Warrnambool Harbour Reference Group for their contributions.**
 - 3. Notify all relevant parties and persons of the Group's termination.**
 - 4. Investigate and report on options for future communications pertaining to the Warrnambool Port Precinct.**
-

BACKGROUND

The Harbour Reference Group was initially established on 1 September 2014 as part of two committees that were created (a community and a technical group) as part of the Harbour Master Plan development.

On 10 April 2017 after a hiatus the technical group and the community group transitioned into the one Master Plan Reference Group.

In the Council Report issued to the 1 February 2021 Council Meeting, the Terms of Reference for the now named, Warrnambool Harbour Reference Group, the Group is called to meet twice yearly to provide feedback to the Council on policy and strategic development, use and development applications, harbour security, emergency management and operations, projects, or studies relevant to the Harbour and any other matters.

The Terms of Reference for the Group became due for review of 1 January 2022. This triggered a review of the purpose and objectives of the Group and the ongoing requirement or need for the Group.

There are several options available to ensure that information can continue to be provided to key groups and individuals. These include a mailing list (email) to enable valuable information to be distributed in a short time frame and a control group that would consist of key agencies, such as, DELWP, Dept of Transport, Better Boating, Sea Rescue, and a representative of the mooring lessees.

The above options will be provided to Council in greater detail in a future report to Council.

ISSUES

Upon review of the Group, consideration of the reason for the Group's establishment and purpose found that these no longer apply to the Group. With the completion of the Harbour Master Plan and related projects such as the securing of funding for the boat ramp, it has been determined that the original requirement for the group is no longer applicable.

Legislative changes, including under the *Marine and Coastal Act 2018*, and an ongoing review of Council processes as Committee of Management for Crown land have also contributed to the proposal to discontinue the Group. Use and development of the land as well as any strategic development is subject to intensive statutory requirements that support the protection of the coastline and address long-term impacts of climate change and population growth, therefore limiting input of the group in these areas.

Council have also established processes to support community engagement in any strategic planning undertaken which will allow all users and stakeholders to contribute through Council engagement processes.

The Warrnambool Harbour Reference Group does not align with any specific objectives under the current Council Plan which came into force last year, and it is felt that the Group no longer delivers a purpose that supports the Council in any related future strategic decision-making.

Upon analysis of the ongoing benefit of maintaining a Reference Group that has objectives that can be achieved through alternate Council processes and that no longer aligns with Council's objectives under the Council Plan, it is proposed that the Group be discontinued at this point.

FINANCIAL IMPACT

Nil.

LEGISLATION/POLICY/COUNCIL PLAN CONTEXT

Not Applicable

TIMING

The review of the Group's Terms of Reference was due on 1 January 2022 which triggered a review of the Group's need and purpose.

COMMUNITY IMPACT/CONSULTATION

The discontinuation of the Group will not affect any related community consultation.

The Group have been notified of this report and the proposed discontinuation of the Group.

LEGAL RISK/IMPACT

Nil.

OFFICERS' DECLARATION OF INTEREST

Nil.

CONCLUSION

A review of the Warrnambool Harbour Reference Group Terms of Reference identified that in accordance with legislative changes, operational process changes, and a change in Council Plan, there is no longer a requirement to maintain the Group and it is therefore recommended that the Group be discontinued.

ATTACHMENTS

Nil

7.2. ACTIVITIES & INITIATIVES 2021-2022: OCTOBER - DECEMBER (QUARTER 2)

DIRECTORATE: Corporate Strategies

PURPOSE:

This report provides information on the progress in achieving the Activities and Initiatives (A&I's) set down for 2021-2022 as part of the Council Plan and Budget process. This report provides Council and the community with an update in the progress of actions across Councils' functional areas.

EXECUTIVE SUMMARY

This report reflects on the progress and achievements of a broad range of Activities and Initiatives set out in the Council Plan and Budget for the financial year 2021 –2022.

Whilst Council has followed all health directives of the state government Council has still been able to achieve the continuation of most of its services to the community in some form despite the impacts of COVID-19 and has additionally altered its program focus where appropriate to respond to supporting the community through our program of works.

Council continues to deliver services that respond that keep us safe. This continues to mean rethinking how we provide our services to the community. Council has adapted its service delivery methods with Covid safe plans and has continued to plan for a post COVID future for this community.

The A&I's underpin activities Council undertakes to work toward the vision 2021 - 2025 of "A thriving city at the heart of coast and country".

The 5 key objectives that support this vision are:

1. We will be a healthy, inclusive and thriving community with equitable access to services, cultural opportunities and recreational activities.
2. We will protect and strengthen local ecosystems, enhance biodiversity and enable sustainable communities.
3. We will support a resilient local and self-sustaining regional economy that encourages economic growth and provides increased employment opportunities that attract ongoing investment.
4. We will provide high quality places that people value and want to live, work, play and learn in
5. We will be recognized as a collaborative Council and a high-performing organization that enables positive outcomes for Warrnambool's community, environment and economy and for Victoria's Southwest.

RECOMMENDATION

That the Activities & Initiatives 2021 – 2022: October – December (Quarter 2), be received.

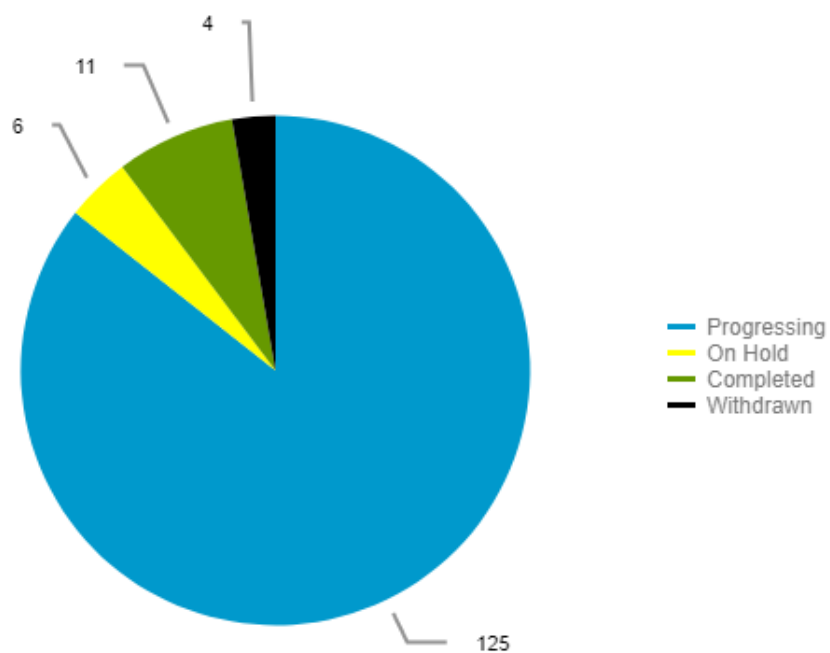
BACKGROUND

The 2021 – 2025 Council Plan is the key planning and strategic document of the Council and details the Council strategic objectives for its community over a 4-year period.

Council is required to set down the A&I's on an annual basis that are to be funded and demonstrate how these actions will contribute to achieving the strategic objectives specified in the Council Plan and Budget.

2021-2022 ACTIVITIES AND INITIATIVES OVERVIEW

This report provides a snapshot as to the progress of the 2021-2022 A&I's.



ATTACHMENTS

1. Activities & Initiatives 2021-2022: October - December (Quarter 2) [7.2.1 - 34 pages]

7.3. PLANNING APPLICATION FOR A CONVENIENCE RESTAURANT (KFC) PP2021-0197

DIRECTORATE : City Growth

PURPOSE:

This report recommends that a Notice of Decision (NOD) to Grant a permit be issued for planning permit application PP2021-0197 for ‘buildings and works and the construction and display of business identification signage in association with the construction of a convenience restaurant’ within the Northpoint Shopping Centre at 1/72 Mortlake Road, Warrnambool.

EXECUTIVE SUMMARY

- The permit application was received 15 July 2021 and the application fee was paid on 21 July 2021.
- The proposal is for buildings and works and the construction and display of business identification signage in association with the construction of a convenience restaurant within the Northpoint Shopping Centre on the existing undeveloped, vacant grassed area in the south west corner of the site.
- The permit application was supported by plans and a Traffic Impact Assessment Report (TIAR).
- The application was subject to public notice from 7 September 2021 for a period of two (2) weeks.
- Eleven (11) objections have been received to the application.
- The proposal is able to be supported subject to a condition requiring amended plans be submitted to address queuing within the car park at the entrance to the drive-thru area of the restaurant in order to reduce potential congestion within the existing car parking area associated with the existing shopping centre and the provision of a designated ambulance parking bay being detailed on the plans.
- It is proposed to issue a Notice of Decision to grant a permit with conditions.

RECOMMENDATION

That Council having caused notice of Planning Application PP2021-0197 to be given under Section 52 of the Planning and Environment Act 1987 (the Act) and having considered all the matters required under Section 60 of the Act decides to issue a Notice of Decision to Grant a Permit under the relevant provisions of the Warrnambool Planning Scheme in respect of the land known and described as Lot 1 TP 889015N, 1/72 Mortlake Rd WARRNAMBOOL VIC 3280, for ‘buildings and works and the construction and display of business identification signage in association with the construction of a convenience restaurant’ subject to the following conditions:

1. Amended Plans Required

Before the development starts, amended plans to the satisfaction of the responsible authority must be submitted to and approved by the responsible authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and three (3) copies must be provided. The plans must be generally in accordance with the plans submitted on 2 September 2021 but modified to show:

- a. Modifications to the layout of the convenience restaurant to meet the recommendations of the Parking Management Plan.**

b. The provision of a designated ambulance bay with appropriate dimensions

2. Parking Management Plan

Before the development starts a Parking Management Plan to the satisfaction of the responsible authority must be submitted to, and approved by, the responsible authority. The Parking Management Plan must consider and respond to:

- a. Queuing at the entry of the convenience restaurant and the potential for cars to extend into the car park, and the areas where this would occur,
- b. Direction of travel to the convenience restaurant for vehicles entering the car park from both Mortlake Rd and Hayley Dr
- c. Direction of travel for vehicles exiting the convenience restaurant
- d. The circulation of vehicles within the car park particularly in the vicinity of the entry to the convenience restaurant
- e. The impact of services such as taxi collection, 'click and collect' and 'car park delivery' services offered by business in the shopping centre and how this might impact on the circulation of vehicles in the vicinity of the convenience restaurant
- f. The location of all areas on-site to be used for staff parking;
- g. The location of all areas on-site to be used for parking by medical practitioners including the location of the ambulance bay
- h. The impact on the safety of motorists and pedestrians as a result of all the above.
- i. Any recommended changes to layout of the convenience restaurant or specific traffic management measures e.g line-marking, traffic islands, directional signage etc to improve the safety and efficiency of traffic movements within the car park.

When approved the Traffic and Parking Management Plan will be endorsed and will then form part of the permit. The approved Parking Management Plan must be implemented to the satisfaction of the Responsible Authority before the convenience restaurant is first brought into use.

3. Amended Traffic Report

Before the development starts, an amended Traffic Impact Assessment (TIA) must be submitted to and approved by the responsible authority. The amended TIA must have regard to the report submitted with the application (ESR Transport Planning dated 12/7/21) and:

- a. a) Take into account the traffic generated by the apartment development on the west side of Mortlake Road (69-75) for which the exit of all residents will be via the signalised intersection.

4. Layout Not Altered

The development hereby permitted must be carried out in accordance with the endorsed plans and must not be altered without the prior written consent of the responsible authority.

5. General Amenity

The development must be managed so that the amenity of the area is not detrimentally affected, through the:

- a. Transport of materials, goods or commodities to or from the land;
- b. Appearance of any buildings, works or materials;
- c. Emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil; and
- d. Presence of vermin.

6. Delivery Times

Unless otherwise consented to in writing by the responsible authority, deliveries to and from the site must occur between the hours of:

- a. 6am to 10 pm Monday to Sunday.

7. Utility Provision

- a. All basic services, including water, electricity, gas, sewerage, telephone and other telecommunication facilities must be installed underground and located to the satisfaction of the responsible authority; and
- b. The entire site must be connected to the existing underground drainage and sewerage systems to the satisfaction of the responsible authority.

8. Building Maintenance

All buildings and works must be maintained in good order and appearance to the satisfaction of the responsible authority.

9. Stormwater Management Plan

Before development starts a detailed Stormwater Management Plan is to be submitted to and endorsed by the responsible authority prior to any works commencing. The works must be designed in accordance with the current responsible authority's Design Guidelines, the endorsed application plans and the endorsed Development Plan and must include:

- a. Details of how the works on the land are to be drained and/or retarded;
- b. Where interim or temporary works are proposed, details must be provided to show details on how these interim or temporary works will integrate with the ultimate drainage systems;
- c. Where drainage is required to be conveyed across privately owned land, demonstration of the consent of the landholder and/or easements must be provided to the satisfaction of the responsible authority;
- d. Identify any existing drainage on the site;
- e. Computations of the existing and proposed drainage;
- f. Independent drainage or on-site retention facility for the site;
- g. Details and measures to enhance stormwater discharge quality from the site and protect downstream waterways including the expected discharge quality emanating from the development (output from MUSIC or similar) and design calculation summaries of the treatment elements;
- h. The storm water discharge from this development must be limited to predevelopment runoff for a 5% AEP storm event;
- i. Documentation demonstrating approval for the legal point of discharge;
- j. The provision of gross pollutant and/or litter traps installed at the drainage outfall of the development to ensure that no effluent or polluted water of any type may be allowed to enter the Council's stormwater drainage system;
- k. Maintenance schedules for treatment elements;
- l. Designed and constructed to satisfy AS/NZS 3500; and
- m. Demonstrate storm water runoff resulting from a 1% AEP storm event is able to pass through the development via reserves and/or easements, or be retained within development.

The endorsed storm water management plan is to be implemented prior to use or occupation of the development.

10. Construction Management Plan

Before development starts (including any preliminary site preparation and establishment works, demolition or material removal) a Construction Management Plan must be submitted to and endorsed by the responsible authority.

The Construction Management Plan must include and address the following:

- a. Details of Public Safety, Amenity Considerations and Site Security;
- b. Environmental Management Plan (EMP) in accordance with the Environment Protection Authority document Environmental Guidelines for Major Construction Sites, February 1996 or its successor document, including:
 - i. Operating Hours, Noise and Vibration Controls;
 - ii. Air and Dust Management;
 - iii. Stormwater and Sediment Control; and
 - iv. Waste and Materials Reuse Management.
- c. Construction Program;

- d. Traffic Management Plan;**
- e. Evidence of Responsible authority approvals and insurance required to undertake works; and**
- f. Asset Condition Report, with photos and assessment of any prior damage to public infrastructure and identified actions to minimise damage to infrastructure during construction.**

Once endorsed, the Construction Management Plan will be endorsed and form part of this permit.

11. Construction Amenity

To safeguard the local amenity, reduce noise nuisance and to prevent environmental pollution during the construction period:

- a. Stockpiles of topsoil, sand, aggregate, spoil or other material must be stored clear of any drainage path or easement, natural watercourse, footpath, kerb or road surface and must have measures in place to prevent the movement of such material off site;**
- b. Building operations such as brick cutting, washing tools, concreting and bricklaying must be undertaken on the building block. The pollutants from these building operations must be contained on site; and**
- c. Builders waste must not be burnt or buried on site. All waste must be contained and removed to a Waste Disposal Depot.**

All works on the land must be undertaken in accordance with the endorsed plans to the satisfaction of the responsible authority.

12. Car Park Modifications/Alterations

Before the use commences, the modifications/alterations to the car parking area and an appropriate ambulance parking bay must be provided on the site and finished to the satisfaction of the responsible authority. The works must be designed in accordance with the following where plans are to be submitted to and endorsed by Council prior to construction.

- a. In accordance with Australian Standards;**
- b. Finished with an all-weather surface;**
- c. Drained in accordance with the endorsed storm water management plan; and**
- d. Provision for appropriate lighting, signage and line marking.**

13. Signage

- a. The location and details of the signage shown on the endorsed plans must not be altered without the written consent of the responsible authority;**
- b. All signs must be constructed to the satisfaction of the responsible authority and maintained to the satisfaction of the responsible authority;**
- c. All external lighting must be designed, baffled and located to the satisfaction of the responsible authority to prevent any adverse impact on adjoining land;**
- d. The sign lighting must be designed, baffled and located to prevent any adverse effect on nearby residences within view of the site to the satisfaction of the responsible authority;**
- e. Signs must not:**
 - i. Contain any flashing light;**
 - ii. Dazzle or distract drivers due to its colouring;**
 - iii. Be able to be mistaken for a traffic signal because it has, for example, red circles, octagons, crosses or triangles; and**
 - iv. Be able to be mistaken as an instruction to drivers.**
- f. The intensity of the light in the signs must be limited so as not to cause glare or distraction to motorists or other persons to the satisfaction of the responsible authority.**

14. Signage Expiry

This permit in so far as it relates to signage expires fifteen (15) years after the date it is issued.

BACKGROUND

The application site is located within the south west corner of the Northpoint Shopping Centre which is located approximately 1.5km north of the Warrnambool CBD. Access to the site is via a signaled intersection on Mortlake Road with a secondary vehicle access point to the site via Hayley Drive. This area was intended to be developed with a convenience restaurant/takeaway food premises at the time the land was rezoned. The general locality includes land which is zoned both commercial and residential and is used for retail, service, community and residential purposes.

The subject site is zoned Commercial 1 (C1Z) and is not impacted by any Overlays. The site is surrounded by land to the north and east that is included within the wider Northpoint Shopping Centre and comprises a range of retail uses to service the local residential area. Land to the west, east, south and north east of the shopping centre is zoned General Residential 1 and is used for residential purposes and other complementary uses such as the indoor cricket centre and the former indoor tennis centre that is proposed to become a new place of worship for the Salvation Army to the south and the Warrnambool Fire station, a veterinary clinic and a row of local shops on the western side of Mortlake Road. Land directly to the north west of the site contains an existing bottle shop and tavern that is currently under construction and further to the north is a commercial area containing a petrol station, restaurant, laundromat, bakery and a fish and chip shop.

The planning permit application proposes buildings and works and the construction and display of business identification signage in association with the construction of a convenience restaurant. The restaurant is to be operated by KFC. Planning approval is not required for the use of the site as a convenience restaurant is defined under the general definition as a retail premises. Planning approval is required for buildings and works on the site and the display of business identification signage.

The new restaurant will occupy the existing undeveloped open grassed area in the south west corner of the Northpoint Shopping Centre. The restaurant will contain seating for 44 patrons. A drive-thru area will be provided in association with the restaurant and the entrance to the drive-thru is proposed to be located to the east of the new building with vehicles entering the drive-thru from the central aisle of the car park which is oriented in a north-south direction. Once vehicles enter the drive-thru they will wrap around the southern side of the building and exit at the western end of the building and then through to the existing car parking area of the shopping centre before exiting the site primarily onto Mortlake Road.

A key purpose of the Commercial 1 Zone is *“to create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses”*. The Municipal Planning Strategy focuses on supporting development that *“reinforces the Warrnambool activity centre hierarchy at Clause 11.03-1L-01”*. The Planning Policy Framework details that development should support the Neighbourhood Activity Centre at Northpoint Village and *“limit further retail and commercial development to existing designated activity centres”*.

The proposed development must be considered on its merits, having regard to the purpose and decision guidelines of the zone and the relevant provisions of the Municipal Planning Strategy and the Planning Policy Framework.

A key indicator as to whether a proposal responds appropriately to the zone is compliance with the decision guidelines of the Commercial 1 Zone at Clause 34.01-8 of the Planning Scheme which provides relevant matters that must be considered in Council's assessment. The proposed development generally the requirements of Clause 34.01-8 however there are concerns that the drive-thru associated with the restaurant may cause congestion within the existing car parking area associate with Northpoint Shopping Centre and consideration must be given to *‘the movement of pedestrians and cyclists, and vehicles providing for supplies, waste removal, emergency services and public transport’*.

ISSUES

Public notice of the application was given to neighbouring landowners and occupiers and a sign was also displayed on the subject site. A total of eleven (11) objections were received to the proposed development including an objection from Ambulance Victoria, seven (7) objections from tenants or agents for tenants which occupy premises within the Northpoint Shopping Centre and three (3) objections from residents including the owners of the site directly to the south of the subject site at 66 Mortlake Road.

The objections primarily relate to the following matters:

1. Deficiencies in the plans submitted with the application;
2. Traffic and car parking concerns;
3. Leasing arrangements;
4. Emergencies and ambulance parking bay provision;
5. Change to the 'feel of the area';
6. Potential odour, noise and rubbish impacts; and
7. Public health concerns.

Myers Planning Group is the applicant and have responded to the objections with a written statement dated 13 October 2021.

The objection from Ambulance Victoria was withdrawn based on the response which was provided by the applicant.

A response to the objections is provided in the delegated officer report but in summary the following conclusions have been reached:

1. Deficiencies in the plans submitted with the application – It is considered that the plans are generally acceptable however greater consideration should be given to the entrance to the drive-thru area in terms of the location of queuing of vehicles entering the drive-thru to ensure that the drive-thru traffic does not obstruct other vehicles and result in increased congestion and reduced functionality of the existing car parking area associated with the shopping centre. The plan showing the proposed vehicle entry path to the drive-thru and the TIAR provided with the application are not considered to provide adequate specific information or details to address the concerns in relation to vehicles queuing at the entrance to the drive-thru and therefore the issues raised by some of the objectors is considered to be valid and the plans require further refinement. Generally, the plans detailing the layout of the building and business identification signage are considered to be acceptable;
2. Traffic and car parking concerns – The permit which originally allowed the construction of the existing shopping centre included provision for a proposed convenience restaurant/takeaway food premises in the same location as is currently proposed. This permit included a car parking waiver and as such it is considered that within the confines of the site all available car parking has been provided and the total number of car parking spaces which are provided is acceptable (it is noted that 3 car parking spaces will be lost as a result of the proposed development). The impact on the circulation of traffic within the car park based on the siting of the entrance to the proposed drive-thru to the restaurant is a concern as vehicles queuing at the entrance to the drive-thru would impact the circulation of vehicles and increase congestion within the existing car parking area. The entrance to the drive-thru area and the queuing of vehicles within the car parking area should be addressed by the applicant by revisiting the way in which vehicles access the drive-thru area prior to the plans associated with the development being approved;
3. Leasing arrangements – The particular leasing arrangements between existing tenancies within the Northpoint Shopping Centre and the owner of the site is not a relevant planning matter;

4. Emergencies and ambulance parking bay provision – A condition will be included on the permit requiring the designation of a dedicated ambulance parking bay on the plans. Ambulance Victoria has agreed to withdraw their objection based on the applicant confirming that an ambulance parking area will be provided;
5. Change to the ‘feel of the area’ – The area of the site that will be developed forms part of the Northpoint Shopping Centre and is zoned Commercial 1. Although it is currently an undeveloped grassed area it has always been identified as an area that would be developed in the future with a convenience restaurant or takeaway food premises and therefore the built form on the site is appropriate in a commercial setting;
6. Potential odour, noise and rubbish impacts – The site will function the same as any other convenience restaurant within a commercial area. A condition of the permit will provide for the protection of the amenity of the surrounding area and serve to ensure that the site is managed in an appropriate manner; and
7. Public health concerns – This is not a relevant planning matter.

FINANCIAL IMPACT

The costs associated with assessing the application have been accommodated within the 2021-2022 budget. This includes if the matter progresses to VCAT.

LEGISLATION / POLICY / COUNCIL PLAN CONTEXT

3 A strong economy

3.1 Build on competitive strengths: Council will support initiatives that foster ongoing development and investment in the industries which underpin Warrnambool’s economic strengths and comparative advantages

4 A connected, inclusive place

4.1 Effective planning: Council will ensure its planning acknowledges the unique character and attributes of local places and that that supports social connection, equitable access, appropriate housing and sustainable population growth.

TIMING

Statutory timeframes are imposed under the *Planning and Environment Act 1987*.

COMMUNITY IMPACT / CONSULTATION

The application has been subject to public notice in accordance with the *Planning and Environment Act 1987*. The applicant has responded to objections.

Councillors, Council officers, the applicant and objectors met on site on 25 January 2022.

LEGAL RISK / IMPACT

The application has been considered in accordance with the relevant legislation.

OFFICERS’ DECLARATION OF INTEREST

None

CONCLUSION

There is policy support for the proposed development (subject to requested changes) having regard to the relevant provisions of the Warrnambool Planning Scheme and the Planning Policy Framework.

ATTACHMENTS

- Plans submitted with the application
- Objections
- The applicants response to objections
- Delegate planning report

7.4. DART & MARLIN APPLICATION TO AMEND PERMIT PP2015-0185

DIRECTORATE : City Growth

PURPOSE:

This report recommends that Council resolve to issue of a Notice of Decision (NOD) to grant an Amendment to Permit PP2015-0185 to 'vary a liquor licence to general and packaged liquor, increase the licenced area, extend trading hours, and display business identification signage at the 216-218 Timor Street, Warrnambool'.

EXECUTIVE SUMMARY

- An application to amend planning permit PP2015-0185 has been submitted to Council to vary an existing café/restaurant liquor licence to a 'general' and 'packaged' liquor licence, increase the red-line (licenced) area, extend trading hours and include the display of business identification signage at 216-218 Timor Street, Warrnambool (Dart & Marlin).
- Public notice and referral has been carried out and five (5) objections from surrounding property owners/ occupiers have been received.
- The detail contained within the application is sufficient to enable Council to support the proposal against the relevant provisions of the Warrnambool Planning Scheme.

RECOMMENDATION

That Council having caused notice of Planning Application No. PP2015-0185.01 to be given under Section 52 of the Planning and Environment Act 1987 (the Act) and having considered all the matters required under Section 60 of the Act issues a Notice of Decision to Grant a permit under the relevant provisions of the Warrnambool Planning Scheme in respect of the land known and described as Lot 1 TP 24140M, 216-218 Timor St WARRNAMBOOL VIC 3280, to 'vary a liquor licence to general and packaged liquor, increase the red line area, extend trading hours, and display signage' in accordance with the endorsed plans, subject to the following conditions:

1. Amended plans

Before the use commences plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be generally in accordance with the plans submitted with the application but modified to show:

- a. The licenced area to exclude a 2m pedestrian clearway along the Timor Street façade of the building.**

2. Patron Management Plan

Before the use commences or unless otherwise approved by the Responsible Authority in writing, all measures, recommendations and guidelines contained in the approved Patron Management Plan must be implemented to the satisfaction of the Responsible Authority, and thereafter maintained at all times to the satisfaction of the Responsible Authority.

3. Operating hours of general liquor licence

The use of the general liquor licence may operate only between the hours of:

- a. 11am to 1am the following day – Monday to Saturday.**

- b. 11am to 11pm – Sunday.
- c. 12pm to 11pm the following day – ANZAC Day and Good Friday.

4. Maximum patronage

No more than 200 patrons are permitted on the premises at any one time without the written consent of the Responsible Authority.

Layout Not Altered

5. The location of the red line for the licenced premises endorsed to form part of the permit must not be altered or modified without the prior written consent of the responsible authority.

6. General amenity

The use must not detrimentally affect the amenity of the neighbourhood, including through the:

- a. Transport of materials, goods or commodities to or from the land.
- b. Appearance of any building, works or materials.
- c. Emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil.
- d. loading and unloading of vehicles (including waste collection) and the delivery of goods to and from the land.

7. Operating hours of off-premises liquor sales

Off-premises liquor sales (packaged liquor) is limited to between the hours of 11am to 9pm – every day.

8. Local Laws

No liquor is to be consumed outside the premises after 10pm on any given night unless with the prior written consent of the Responsible Authority.

9. Noise amenity

No amplified music is permitted outside the building (including rear courtyard), other than at 'background' noise levels up to 10pm on any day.

10. Six (6) months after the commencement of the use a suitably qualified acoustic consultant must provide Council with a report confirming that the venue complies with State Environment Protection Policy (SEPP) No. N-2. The report must acknowledge the recommendations of the Acoustic Report provided with the application (Renzo Tonin & Associates dated 24 March 2021) and any measures put in place by the operator to ensure on-going compliance.

11. Noise levels emanating from the premises must not exceed those required to be met under State Environment Protection Policy (Control of Music Noise from Public Premises) No. N-2.

12. General operations

Signage must be displayed near all entrances/exits requesting patrons to leave the Premises in a quiet and orderly manner so as not to disrupt nearby residents to the satisfaction of the Responsible Authority.

13. At all times when guests are accommodated on the land, there must be present on the land a person aged 18 years or over who is responsible for ensuring that the activities on the premises and the conduct of persons attending the land do not have a detrimental impact on the amenity of the locality to the satisfaction of the Responsible Authority.

- 14. The permit operator must maintain a register of complaints to the satisfaction of the Responsible Authority. The complaint register must include the date, time and nature of the complaint, and any action taken to ameliorate the complaint raised. The register must be made available for inspection by the Responsible Authority upon a written request being made.**

Signage

- 15. The expiry date for signage is 15 years from the date of issue of the permit.**
- 16. On expiry of the permit the sign and structures built specifically to support and illuminate it must be removed**

BACKGROUND

The subject site is located within the Warrnambool Central Business District. The site fronts Timor Street and is located approximately 40m from the Kepler-Timor Street intersection to the east. Public and vehicular access to the site is primarily from Timor Street. Deliveries can also be provided at the rear of the site, via an alleyway off Kepler Street.

The proposal is to vary an existing café/restaurant liquor licence at 216-218 Timor Street to a general and packaged liquor licence, increase the red line area, extend trading hours, and include the display of signage.

The sale and consumption of liquor is proposed to occur during the following times:

General liquor licence

- 11am to 1am the following day – Monday to Saturday.
- 11am to 11pm – Sunday.
- 12pm to 11pm the following day – ANZAC Day and Good Friday.

Off-premises liquor sales (packaged liquor)

- 11am to 9pm – all days.

The purpose of the amendment is to accommodate the land use transitioning from a Restaurant to a Bar- uses that both fall within Section 1 (no permit required) of the Commercial Zone. A difference 'type' of licence prompts a planning application.

The application is accompanied by an Acoustic Report and revised Patron Management Plan. Both documents include details of operating hours, marshalling of patronage, managing patronage behaviour, and protecting the amenity of the area.

The extension in licenced area is to incorporate part of the upper floor and un-licenced areas of the rear courtyard. At present the licenced area excludes the raised platform.

The proposed business identification sign is 3m by 4m, would be painted on the site of the building and would reflect the business name' logo - similar to that which is already visible on the building frontage. No illumination is proposed.

While not triggering a planning permit, the applicant proposes to reduce patron numbers from 250 to 200 across the site.

The application has been referred to the VCGLR, Warrnambool Police, and Council's Local Laws branch.

ISSUES

A planning permit is required to vary a liquor licence, increase the red line area, extend trading hours, and display signage, pursuant to the Warrnambool Planning Scheme.

The application has been subject to public notice and five (5) objections have been received concerning the following matters:

- Hours of operation
- Crowding
- Noise
- Amenity based concerns
- Cumulative impact
- Characterisation of the use

A full assessment of the application and the objections are contained within the detailed planning assessment.

In brief, the objections are acknowledged and it is considered an appropriate response to include new conditions on the permit to address noise and patron behaviour, particularly into the evenings. The cumulative impact is negligible given the existing use as a restaurant, that hours are not to be significantly increased and the location of the site within the 'Core Commercial Area'. Noise limits will be imposed to manage the amenity of the area and to ensure consistency with other permits issued for liquor licences within the CBD.

FINANCIAL IMPACT

The costs associated with the assessment of the application and any subsequent reviews have been allowed for in the City Strategy and Development budget.

LEGISLATION / POLICY / COUNCIL PLAN CONTEXT

TIMING

In accordance with the provisions of the *Planning and Environment Act 1987*.

COMMUNITY IMPACT / CONSULTATION

- In accordance with the provisions of the *Planning and Environment Act 1987*, public notice has been carried out.

On 21 July 2021 Councillors and Council staff met on site with objectors and the applicant.

LEGAL RISK / IMPACT

- Risk is managed through assessment of the proposal in accordance with all relevant requirements of the Planning Scheme and the *Planning and Environment Act 1987*.

OFFICERS' DECLARATION OF INTEREST

None

CONCLUSION

On balance, the proposal is considered acceptable, having regard to relevant Planning Policy Framework, including the objections, and subject to conditions, to result in the proper and orderly planning of the area.

ATTACHMENTS

1. Cover Letter P P 2015-0185 [7.4.1 - 1 page]
2. Application Form [7.4.2 - 4 pages]
3. Attachment 1 - Copy of Title [7.4.3 - 2 pages]
4. Attachment 2 - Plans (Redline) (Detailed) [7.4.4 - 1 page]
5. Attachment 2 - Plans (Redline) [7.4.5 - 1 page]
6. Attachment 2 - Plans (Signage) [7.4.6 - 1 page]
7. Attachment 3 - Acoustic Report (Updated) [7.4.7 - 32 pages]
8. Attachment 4 - Patron Management Plan [7.4.8 - 5 pages]
9. Dart & Marlin VCGLR liquor licence [7.4.9 - 1 page]
10. NOVO PLANNING REPORT 216-218 Timor Street (updated) [7.4.10 - 16 pages]
11. P P 2015-0185.01 - Objections [7.4.11 - 71 pages]
12. PP2015-0185 Planning Assessment [7.4.12 - 31 pages]

7.5. 61 GRIEVE STREET TWO (2) LOT SUBDIVISION

DIRECTORATE : City Growth

PURPOSE:

This report presents the draft recommendation for planning application PP2021-0054 which recommends that a Notice of Decision to Grant a permit be issued for a two (2) lot subdivision at 61 Grieve Street, Warrnambool.

EXECUTIVE SUMMARY

- The permit application was received 5 March 2021.
- The proposal is for a two (2) lot subdivision.
- The application was subject to public notice from 12 April 2021 for a period of two (2) weeks.
- Seven (7) objections have been received. The objections were contained in a single submission that had seven (7) signatories.
- The proposal is able to be supported and it is proposed to issue a Notice of Decision to grant a permit.

RECOMMENDATION

That a Notice of Decision to Grant a permit be issued for a two (2) lot subdivision at 61 Grieve Street, Warrnambool.

BACKGROUND

The application site is located 1km north east of the Warrnambool CBD in an established residential area and comprises a large residential lot with an area of 2763m² that has frontage to Grieve Street to the north and Dixon Street to the south. The site is zoned General Residential – Schedule 1 (GRZ1) and is not impacted by any Overlays. The site is generally surrounded by General Residential 1 zoned land which is used for residential purposes and is also located in close proximity to Albert Park (zoned Public Park and Recreation) and the Wannon Water treatment plant (zoned Public Use 1) which are located on the northern side of Grieve Street.

The planning application proposes to create two (2) lots. Lot 1 would have an area of 2354m and would contain the exiting dwelling at 61 Grieve Street and existing outbuildings. The existing frontage to Grieve Street will be maintained (length 32.39 metres) and the width of the rear boundary fronting Dixon Street will be reduced by 16.9 metres and measure 33.78 metres.

Lot 2 will be located in the south western corner of the existing lot having a frontage of 16.9 metres to Dixon Street and a total lot size of 409m². A small outbuilding is located in the north-west corner of this lot.

A key purpose of the General Residential Zone is “to encourage a diversity of housing types and housing growth, particularly in locations offering good access to services and transport”. The Municipal Planning Strategy (MPS) details “large sites within established areas have the potential to accommodate further residential development” and Council’s strategic directions for housing diversity includes “providing infill opportunities to accommodate residential development”. The Planning Policy Framework (PPF) details that “planning for urban growth should consider

opportunities for the consolidation, redevelopment and intensification of existing urban areas". The proposal is for subdivision only and any future development of the lots would be subject to building and planning controls. The proposed subdivision must be considered on its merits, having regard to the purpose and decision guidelines of the zone and the relevant provisions of the MPS and the PPF.

A key indicator as to whether a proposal responds appropriately to the zone is compliance with Clause 56 (Rescode), which provides relevant residential subdivision objectives and standards that must be considered in Council's assessment. The proposed subdivision complies with all of the requirements of Clause 56.

ISSUES

Following public notice of the application (refer **Attachment 1**) to neighbouring landowners and occupiers and signs being placed on the site, a total of seven (7) objections were received (in one submission) – refer **Attachment 2**. The objections primarily relate to:

1. Congestion in Dixon Street with cars parked on the nature strip;
2. No turning circle at the end of Dixon Street – hinders access to emergency vehicles and requires garbage trucks to reverse out;
3. The grassed nature strip in Dixon Street is a no parking or stopping area;
4. The nature strip in Dixon Street has never been mown by the owners of the site;
5. Dixon Street has no footpaths, lighting, trees and parking areas for visitors; and
6. A previous townhouse that was constructed at the end of Dixon Street (20 Dixon Street) caused amenity issues with building materials being contained outside of the site and on Dixon Street for an extended period of time.

The applicant has provided a response to the objections on 8 July 2021 – refer **Attachment 3**.

A response to the objections is provided in the delegated officer report (refer **Attachment 4**) but in summary reach the following conclusions:

1. Congestion in Dixon Street – The size of the new lot (Lot 2) being 409m² and fronting Dixon Street is an appropriate size to be able to accommodate any future car parking required to be provided in association with a dwelling or dwellings on the site in the future. The car parking requirement will be assessed as part of any future building or planning permit for the development of Lot 2;
2. No turning circle at the end of Dixon Street – The existing width and layout of Dixon Street does present some issues in terms of accessibility but it is considered that this would not result in emergency vehicles being prevented from accessing dwellings which front Dixon Street. Waste collection would not be altered as result of the proposed subdivision;
3. The grassed nature strip in Dixon Street is meant to be no parking or stopping – The width of Dixon Street dictates that there is little space for car parking to be provided adjoining the subject site on Dixon Street. The proposed subdivision will not impact the way in which vehicles park in Dixon Street;
4. The nature strip in Dixon Street of the subject site has never been mown by the owners of the site – This is not a relevant planning matter;
5. Dixon Street has no footpaths, lighting, trees and parking areas for visitors – The configuration of Dixon Street is consistent with the way in which narrower rear access streets have been developed to result in the formed width of the road being maximized and it is considered that a two lot subdivision will not require the provision of additional footpaths, lighting or trees and the parking areas for visitors will remain unaltered; and
6. Amenity concerns from the previous development – The proposal relates to a subdivision of the land and as such it is not anticipated that there will be any disturbance to the surrounding area from the required surveying works. Amenity issues will be addressed as part of any required

FINANCIAL IMPACT

The costs associated with assessing the application have been accommodated within the 2021-2022 budget. This includes if the matter progresses to VCAT.

LEGISLATION / POLICY / COUNCIL PLAN CONTEXT

4 A connected, inclusive place

4.1 Effective planning: Council will ensure its planning acknowledges the unique character and attributes of local places and that that supports social connection, equitable access, appropriate housing and sustainable population growth.

4.4 Sustainable practices: Council will promote and encourage the implementation of sustainable design across the municipality including the attractiveness, safety, accessibility and functionality of our built environment.

TIMING

Statutory timeframes are imposed under the *Planning and Environment Act 1987*.

COMMUNITY IMPACT / CONSULTATION

The application has been subject to public notice in accordance with the *Planning and Environment Act 1987*. The applicant has responded to objections. Councillor's, Council officers, the applicant and objectors will meet on site on 14 December 2021.

LEGAL RISK / IMPACT

The application has been considered in accordance with the relevant legislation.

OFFICERS' DECLARATION OF INTEREST

None.

CONCLUSION

There is policy support for the proposed subdivision having regard to the relevant provisions of the Warrnambool Planning Scheme and the Planning Policy Framework.

ATTACHMENTS

1. PP2021-0054- Advertised Application Documents [7.5.1 - 16 pages]
2. PP2021-0054- Objection Received re 61 Grieve St [7.5.2 - 2 pages]
3. PP2021-0054 - Applicants Response to Objections [7.5.3 - 1 page]
4. PP2021-0054 Planning Delegate Planning Assessment Report [7.5.4 - 23 pages]

7.6. MIDDLE ISLAND PROJECT COMMITTEE APPOINTMENT OF COMMUNITY REPRESENTATIVE

DIRECTORATE : City Growth

PURPOSE:

The purpose of this report is to appoint the Community Representative to the Middle Island Project Committee.

EXECUTIVE SUMMARY

- The Middle Island Project Committee was endorsed by Council in October 2021.
- The Committee includes a position for a Community Representative.
- Expressions of Interest for the Community Representative were sought in December 2021.
- Submissions have been assessed and it is recommended that Zoe Brittain is appointed to the Committee.

RECOMMENDATION

That Council appoint Zoe Brittain to the Community Representative on the Middle Island Project Committee.

BACKGROUND

The Middle Island Little Penguin Project (the Project) is a wildlife conservation project to help protect a colony of Little Penguins (*Eudyptula minor*) living on Middle Island.

The Project commenced in 2006 after reports that the penguin numbers in the colony had dropped considerably, to less than 10 from an estimate of around 800 in 2000. The cause of the decline was attributed principally to fox predation and human impact of trampling burrows.

The project is based on the use of Maremma dogs to guard and protect the penguins known as the 'Warrnambool method'. The Maremma dogs were trained and placed on the Island to deter predators, such as foxes, from coming to the Island and killing the penguins.

A review of The Middle Island Project was undertaken and in September 2020 Council endorsed continuation of the project under the conservation management model – being the use of conventional conservation techniques (vegetation controls and predator controls) to protect biodiversity values supplemented with the use of Maremma dogs to specifically protect the penguin colony.

With revised operating arrangements including:

- Governance Structure
- Operating Model
- Roles and Responsibilities

The revised governance structure included establishment of a Middle Island Project Committee, endorsed by Council in October 2021, which consists of representatives with relevant expertise to advise and support Council through reviewing and recommending appropriate conservation techniques that reduce threats faced by the Little Penguin and to support the ongoing conservation of the population on Middle Island.

The role of the Committee is to:

1. Provide advice on any issue that has major implications for the project
2. Create a strong link between Warrnambool City Council, agencies relevant to the project, and the community
3. Provide advice, support and assistance in the implementation of the program
4. Provide constructive and technical advice and feedback on management actions
5. Provide those directly involved in the project with guidance and make recommendations on project related issues
6. Provide valuable community/local knowledge to help inform management decisions
7. Represent community and stakeholder views in relation to the management of the Middle Island Project.
8. Receive updates on the Project's financial position and make recommendations on seeking deploying project funds.

The Committee will include representatives from key stakeholders together with Warrnambool City Council representatives, a Project Officer and a Penguin Monitoring Officer (WCLN). The term of membership for each member shall be two (2) years.

The Committee will be comprised of a representative from the following organisations, groups & agencies:

1. Deakin University
2. Warrnambool Field Naturalists Club
3. Warrnambool Coastcare Landcare Network
4. The Department of Environment, Land, Water & Planning
5. Parks Victoria
6. Community Representative
7. Warrnambool City Council – Officer
8. Warrnambool City Council - Councillor

ISSUES

Expressions of Interest (EOI) were sought for the community member position in December 2021.

Based on the assessment of skills, experience and the ability to represent community views, it is recommended that Zoe Brittain is appointed to the role of Community Representative for the term of two years.

FINANCIAL IMPACT

The costs associated with implementation and coordination of the Middle Island Project Committee are accommodated within the City Sustainability budget.

2 A Sustainable environment

2.1 Natural environment: Council will enhance open spaces and infrastructure that support a healthy community, wildlife, flora, fauna and biodiversity.

2.2 Water and coastal management: Council will protect and enhance the health of Warrnambool's coastline and inland waterways to protect and improve biodiversity

2.3 Environmental impact and a changing climate: Council will encourage innovation and initiatives that minimise Warrnambool's environmental impact.

2.6 Awareness and celebration: Council will foster community awareness and recognition of the benefits of positive outcomes for Warrnambool's environment

5 An effective Council

5.2 Engaged and informed community: Council will ensure ongoing community engagement to identify changing needs and priorities when developing and delivering services and programs.

TIMING

Routine.

COMMUNITY IMPACT / CONSULTATION

Expressions of Interest were sought from the community and advertising was undertaken in December 2021.

LEGAL RISK / IMPACT

There are reputational, environmental and financial risks associated with the Middle Island Project and the future implementation.

The changes to the governance arrangements reduces the risks, improves delegation and clarifies roles and responsibilities.

OFFICERS' DECLARATION OF INTEREST

None

COLLABORATIVE PROCUREMENT

Not applicable.

CONCLUSION

The Middle Island Project Committee will strengthen the governance and advice provided to Council to ensure the project continues to be successful and sustainable into the future. The appointment of a Community Representative will provide an opportunity to share community views and contribute to the advice and guidance in relation to the Middle Island Project.

ATTACHMENTS

Nil

7.7. DEAKIN LINK FEASIBILITY STUDY

DIRECTORATE : City Infrastructure

PURPOSE:

This report provides information on the feasibility of a safe pedestrian/cycling priority connection between Deakin (East Warrnambool) through to Central Warrnambool and the rail trail.

EXECUTIVE SUMMARY

- Council has undertaken a feasibility study to assess the potential of connecting Deakin and CBD via priority footpath and cycle path.
 - The study stated that constructing a rail trail and also an on-road path connecting Deakin and the CBD is achievable and has widespread benefits.
 - A concrete shared pathway is proposed from Deakin's Sherwood Station through to Lake Pertobe and the CBD, most of the length would be within the rail corridor and separated from the rail tracks with a park fence.
 - Well used informal tracks already exist within the proposed route, it's highly recommended to formalise and complete the route with adequate infrastructure and safety improvements.
 - In addition, an on-road shared path is proposed through Deakin- Raglan Parade- Simpson St- Verdon St – Rail corridor - Bostock Rd - Nicholson St – Timor St.
 - While the improvements to the on-road route could be achieved in the short term, there is a section of the proposed rail path that is common to both routes (Simpson St to Bostock St), hence this section has also been recommended for Phase One.
 - Beneficiaries of the project are extensive and Deakin itself is just one of many destinations identified. The most significant benefit is the connection of East Warrnambool (and one day Allansford) with the CBD.
-

RECOMMENDATION

That Council:

- 1. Acknowledges this feasibility study;**
 - 2. Considers funding the various stages of the project's design in future budgets.**
-

BACKGROUND

For many years ideas have been discussed that would serve to connect Deakin University's Sherwood Park Campus in East Warrnambool to Warrnambool City centre.

According to Bernard Salt "University is critical to a prosperous regional city". The Deakin University in Warrnambool consists of nearly 850 students. The Deakin Campus is well located at the gateway to the city and on the Hopkins River, the campus has excellent services available to the whole community including a Café, Function Center, Bookshop, Gym, Library and numerous sporting facilities, there is also Accommodation, Child Care, TAFE Facilities, Government Offices and soon a state-of-the-art Hydrogen fuel cell research facility.

The transport connections to Deakin are mixed, it's location on the highway makes vehicle access relatively easy and there are plenty of car parks, a bus service operates from the campus to the CBD via Gateway Plaza between 7:30am and 6:30pm which runs every half hour during peak times. The Campus also has its own train station with four services a day.

The way the land around the campus has developed over time has left no strong interconnection between Deakin's Campus and the surrounding area, consequently there is very poor pedestrian and walking connections through the residential area and the CBD leaving the campus isolated from the City itself.

An example of this isolation exists at the Sherwood Park Railway Station, this public railway station on VicTrack land is almost inaccessible to the surrounding residents and shopping areas as there are no footpaths or cycling lanes to allow access.

There is potential for a Deakin to City connection via a cycling / pedestrian path as a strategic connection that would not only help Deakin integrate with the city but also provide a recreational and transport link between the CBD and the residents and businesses of East Warrnambool.

In 2019 Council engaged a contractor to investigate the options and establish the feasibility of this new Deakin connection. - **Refer Attachment 1**

The contractor was asked to consider all options but to specifically address the feasibility of 3 options namely, 1. Deakin Rail Trail, 2. On-road connection from Deakin to CBD and 3. Princes Highway route.

The report identified that both rail trail and on-road connections are achievable and recognised the rail trail as the fastest and most appropriate pedestrian connection. This pathway would be mostly located on VicTrack land so support from VicTrack would be critical.



Figure 1: View of Deakin Link (route)

PROJECT RELEVENCE AND IMPACT ON EXISTING NETWORK

This project is not just beneficial to the Deakin users. Figure 2 and 3 shows extent of beneficiaries of Deakin link. The primary buffer area of 10 min walkable distance consists of 2 primary schools, 4

Kindergartens, many commercial and recreational centres. Nearly 5600 residential properties are there within 800m of the Deakin off road rail trail. There are few other pathway projects that benefit people on this scale – almost 1/3 of the population, even more if in the long term the path was extended on to Allansford.

Deakin Link also has the potential to link to various other strategic projects like Eastern Activity Precinct, EJ King-Scoborio Precinct Plan, Lake Pertobe Master Plan, City Centre Revitalisation Project, Play Space Improvements, Long term growth area planning and the upcoming Allansford Framework Plan.



Figure 2 Activity centres along Deakin Link



Figure 3. Properties being serviced by Deakin Link (800m proximity, source: City Strategy, WCC)

SUMMARY OF FEASIBILITY STUDY

The study has examined the potential routes to establish a pedestrian / cycle link between Deakin University and the City Centre, the routes include;

- A potential route along the rail corridor
- Establishment of cycling and pedestrian paths along the Princes Highway
- Princes Highway Center Median Option

Rail Trail option - The Rail Trail option will provide the safest and most efficient pathway option and is the preferred route at this time. There will be minimal contact with vehicles and minimal road crossing points. Starting from Aitken Drive (east end of the Sherwood Park rail station) and ending at either Flagstaff Hill on Merri St or the rear of Lake Pertobe, the whole rail trail only requires four road crossings being Mahoneys Road, Simpson Street, Bostock Street and Flaxman Street / Otway Road. From the start at Aitken Drive, the total length of the pathway to the Gilles St crossing at the rear of Lake Pertobe is 5,860m, to Flagstaff Hill is 5,130 and to Timor Street is 4,800m.

Princes Highway Pathways - The walking and cycling facilities along the Princes Highway are patchy and will require infill works to complete a continuous path. It is recommended that these

missing pathway link should be completed over time to address local connectivity issues with both walking and cycling, it would be much more difficult to upgrade this route to provide a designated shared path route and this option would be reliant on cyclists using the on-road cycling paths for considerable sections of the route.

Overall it is considered that some of the missing local path and bike lane section should be addressed over time, this route does not deliver on the objective of Deakin link, which is to provide a safe (including the perception of safety) and convenient (suitable for regular replacement of car travel) shared path connection.

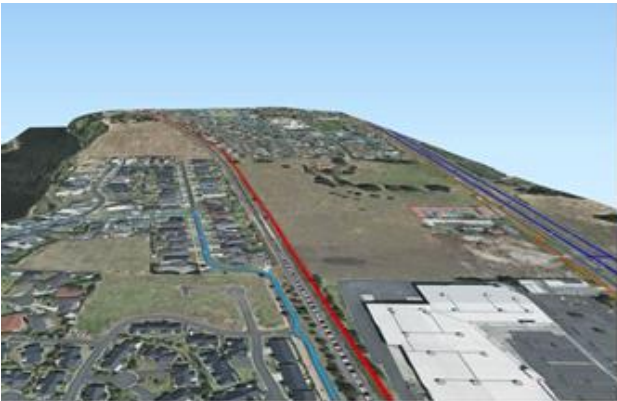
Princes Highway Median Option - Providing a shared pathway along the Princes Highway within the central median was examined, this option is considered not feasible due to the difficulty in providing safe crossing points without large infrastructure costs and the sub optimal outcomes.

There are a number of factors influencing this decision including:

1. There are too many interruptions to free flow, such as median breaks and intersections, where path users would be required to give way. There will be a tendency for potential users to ignore the central median option due to the many give way points;
2. The central median contains a significant number of lighting poles and trees that would obstruct the optimum placement of a shared path;
3. The central median is too narrow in some places to contain a 2.5m shared path, particularly in locations adjacent to right turn lanes at intersections or median breaks. These narrow medians also contain lighting poles and trees that would be difficult to relocate successfully. The median would have to be widened at significant cost;
4. It will be difficult to provide safe crossing facilities on the many median breaks. Wombat crossings may work however there is a significant safety risk posed by insufficient sight distance for right turn vehicles. Storage space in the median breaks may be reduced as a result of the pathway crossing facilities. Crossing the median breaks at signalised intersections would require incorporation into the signal phasing, which has the potential to introduce delay and queuing to the normal operation of the intersection, and once again reduce vehicle storage space;
5. Some sections of the central median are subject to significant cross fall where the provision of a pathway will be difficult to achieve. Enhancement of the existing cycle and pedestrian facilities along the south side of the Princes Highway would be better for safety and efficiency, and the rail trail would still be the preferred option.

After having considered these options the report finds that subject to funding and VicTrack approval it would be both feasible and widely beneficial to construct a new rail trail shared path from Deakin University (Sherwood Park Railway Station) to Warrnambool's CBD within the rail and foreshore reserve.

DETAILED SECTIONS- DEAKIN LINK RAIL TRAIL



View from Deakin to Simpson's St



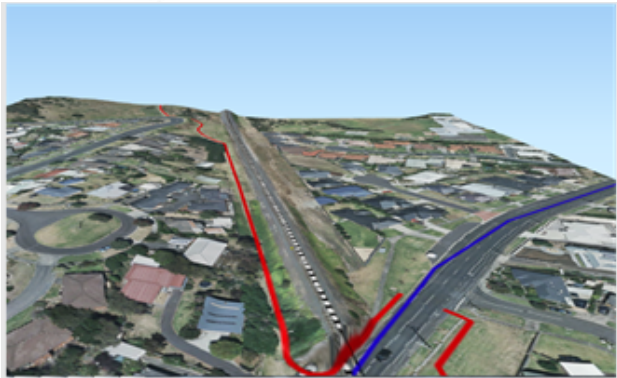
View from Simpson's St to Bostock



View from Otway Rd



View from Bostock St to Otway Rd



View from Otway Rd to Foreshore trail



View from Foreshore trail to Flume car park



View from Flume Car park and Merri St



View from Foreshore trail to Flume Car park and Merri St

STRATEGIC ALIGNMENT OF PROJECT

Council Plan Objective	Strategy	Alignment with this project
A healthy community	Council will take action to improve health, wellbeing and safety outcomes for Warrnambool's community.	The Deakin Link encourages social connection and promotes active living in public spaces.
	Council will improve physical and social accessibility to community services, facilities, places and precincts.	The project aims to provide a safety, inclusive accessible connection between Deakin and CBD.
	Council will support opportunities to participate in a wide range of recreational, arts and cultural programs that promote activity, wellbeing, diversity heritage and which increase community connectedness	Deakin Link connects South east Warrnambool with various recreational hubs like, Foreshore trail, Lake Pertobe
	Council will support and encourage lifelong learning that helps build community resilience and preparedness for change	The project encourages ride to school/education and work
A sustainable environment	Council will encourage innovation and initiatives that minimise Warrnambool's environmental impact.	Deakin link encourages the use of sustainable transport.
A strong economy	Council will facilitate Warrnambool's visitor growth and year-round visitation through industry development, effective destination management and promotion of attractions, experiences and by leveraging key events	Deakin Link builds on the value of Warrnambool's natural environment and a tourist draw card
	Council will foster the development of a workforce capable of supporting the needs of the local and regional economy.	Deakin link provide a viable and convenient connection between South- East Warrnambool to CBD, hence creates more movements in and around city centre.
	Council will ensure its planning acknowledges the unique character and attributes of local places and that that supports social connection, equitable access, appropriate housing and sustainable population growth.	The project aims to improve transport connections, particularly between Deakin and CBD, without putting more vehicles on roads
A connected, inclusive place	Council will enhance Warrnambool's connectivity through the delivery of, or advocacy for, improvement to roads, public transport, footpaths, trails and digital infrastructure.	The project aims to improve transport connection.
	Council will foster neighbourhood connections and capacity building including the development of inclusive recreational and cultural opportunities.	This linkage will service many residential properties along the rail corridor (Figure 3)
	Council will promote and encourage the implementation of sustainable design across the municipality including the attractiveness, safety, accessibility and functionality of our built environment.	Deakin Link provides a safer off-road alternative to cyclists of lower confidence, removing barriers for taking up this mode of transportation.
	Council will ensure ongoing community engagement to identify changing needs and priorities when developing and delivering services and programs.	This project is repeatedly raised during
An effective Council	Council will continue to develop a program of Council services that are delivered to the community's satisfaction	Customer request for a good connection between Deakin and CBD was raised by various community members as well as Deakin staffs and students.
	Council will pursue effective advocacy by providing compelling materials for desired support and funding for community priorities through establishing strong relationships with	A Partnership with VicTrack and VicRoads will be required to fully implement the vision of Deakin Link.

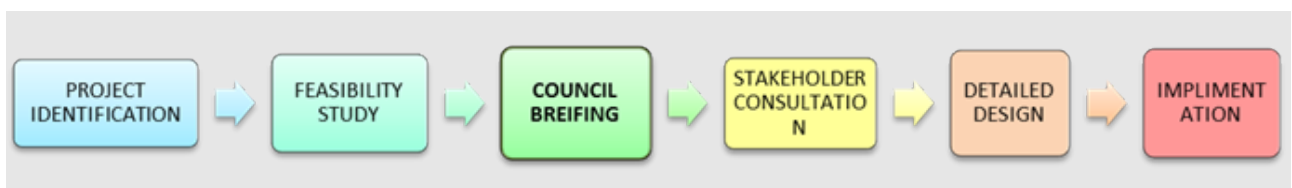
	other levels of government, strategic partners and key stakeholders.	
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Other strategic documents supporting the projects are as follows,

- Victorian Bicycle Strategy
- W2040
- Active Warrnambool
- Green Warrnambool
- Principal Pedestrian Network (PPN) is a strategic network of pedestrian routes that supports Council's vision to provide high quality, safe and accessible pedestrian facilities across the municipality by identifying missing gaps in paths and pedestrian infrastructure.
- Principal Bicycle Network (PBN) is a strategic network of cycling routes to promote cycling for transport where cyclists are supported in the traffic environment and have access to smooth and comfortable routes.
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The Victoria's new bicycle strategy advocates for the corridors with less traffic interruption and high levels of safety to the users. Hence the Deakin Rail trail is a perfect fit as a Strategic Bicycle Corridor. The Principal Pedestrian Network has identified Deakin on-road link as a Principle Pedestrian Route and rail trail as future trail.

PROJECT METHODOLOGY



GOVERNANCE

Key Stakeholders (Possible Project Partners)	Accountability	Role
Warrnambool City Council	Responsible for establishing strategic objectives for the municipality, establishing and guiding policies, setting service standards and for monitoring the organization's performance.	Project manager
Deakin University, Warrnambool	Deakin university provides a wide range of courses, which helps to enhance the future of Warrnambool by enabling globally connected education for the jobs and research that makes a difference to the communities.	Land owner
VicTrack	VicTrack owns Victoria's transport land, assets and infrastructure	Land owner
Dept. of Environment, Land, Water, Planning - DELWP	Legislation, policy and regulation. Supporting liveable, inclusive and sustainable communities, and thriving natural environments. Land use Planning & Development Approvals (State level)	Land owner
Other Stakeholders		
Cycling Reference Group		
Moyne-Warrnambool Road Share		
Victoria Police		
Warrnambool East Primary School		
Our Lady Primary School		
South West TAFE		
Community		

ISSUES

The land along the Deakin rail trail is owned by VicTrack and DELWP. Of this 80% of land is owned by VicTrack. The major difficulty with the rail trail is to get approvals from VicTrack. Also, the cost estimates provided below for the Deakin rail trail section is preliminary estimate from the feasibility study. The detailed costings of the project would be obtained after the completion of detailed design and cost estimates of the project.

In principal approval from VicTrack

Our application to VicTrack dated 18/04/2019 has been assessed and VicTrack are positive about the project. However, they have kept the conditions from V/Line, Department of transport and Regional Roads Victoria (RRV) to be incorporated for the project which are as follows.

Conditions from V/Line

Shared users paths must be located a safe distance from operational rail corridors and must be fenced at no cost to V/Line. Consideration should be given to how V/Line operations will interact with the new development and vice-versa, including but not limited to:

Railway land availability

- It is important that railway land is wide enough to accommodate current and future operations. Further work is needed to determine if the rail corridor could sustainably be reduced to accommodate the proposed path. We note that the length of the path is such that Council funding would be needed to support this effort.
- Increased visitation through these areas may increase the risk of wildfire, illegal rubbish dumping and weed spread - these matters shall need to be addressed by Council once the land has been removed from the V/Line RIL.
- The alignment of the proposed pathway needs to be acceptable to V/Line and feasible without compromising required safety zones etc.
- It is our requirement that Council would need to commit to funding maintenance / upkeep of the proposed assets on a long-term basis and would need to consider whether a provision for removal of the pathway in the event of vacation of a lease may be needed, or some other equivalent provision.

Road and rail interface safety

- With a view to achieving separation of trail traffic and rail operations, Council would need to install and maintain compliant corridor safety fencing (with rail maintenance access points) to mitigate the risk of trespassing in the rail corridor.
- Council would also need to fund the design and installation of compliant corridor safety fencing (with rail maintenance access points) and pedestrian/cyclist crossings of the railway line to mitigate the risk of trespassing in the rail corridor. Subject to formal investigation, this includes controls such as ongoing monitoring and maintenance of safety controls. The specification for fencing would be as per V/Line trespasser fencing specification.

Vegetation management

- Including removing or controlling vegetation that contributes to a fire hazard, is subject to statutory removal and is a safety hazard to rolling stock, rail infrastructure and drivers. Council would also be required by statute to remove/control noxious weeds or are identified

as a safety hazard to rolling stock, rail infrastructure and persons using or on the railway reserve and/or impacts on the integrity of the rail infrastructure.

- Works that Council propose within the railway corridor cannot affect sight lines for drivers to signals, signs or level crossings. Works also cannot inhibit maintenance activities/access or emergency services access.
- The corridor operates passenger and freight services, and track maintenance activities occur throughout the day and night. It is important that noise restrictions and other constraints not be applied in so far as it could limit rail operations.

Landscaping design

Landscaping design for new works must consider:

- the maintainability of the works, including allowance for access by V/Line to the rail corridor
- Environmental factors; avoid creation of bio-sites, fire fuel loads, vermin havens etc.
- line of sight for train drivers and vegetation free clearance zones
- existing and proposed use of adjoining land and community expectations
- preparation and plantings

Ecological assessments and targeted surveys will be required with permits obtained and vegetation offsets calculated and secured accordingly. Furthermore, where new paths are being created or realigned the already fragmented biodiversity values may become even more susceptible to edge effects i.e., weed incursion, trampling.

Finance – For programs such as this, which have a significant reliance on integration with rail operations, a **Rail Interface Advisor** is helpful. Their role is to act as a liaison between Council and V/Line, particularly areas where the impact may require further considerations, for example maintenance and operations. Subject to confirmation of the project phases and timeline, it is envisaged this would require roughly 3 months full time effort with some follow-up activities required. If Council supports this proposal, V/Line can prepare a cost estimate for consideration.

Design – For other general design considerations Council should consider the recently released VicTrack Development Interface Guidelines: <https://www.victrack.com.au/i-want-to/build-next-to-the-rail-corridor>.

Impact of major projects - The development must not detract from Regional Rail Revival efforts down the line. The Regional Network Development Plan to deliver a modern commuter-style service for key centres and service improvements to outer regional areas, including:

- a minimum 20-minute train frequency in the peak and 40 minutes in the off-peak for services to Geelong
- Five services, every weekday to the outer regional train lines of Warrnambool.

Conditions from Regional Roads Victoria (RRV)

- RRV similarly has a focus on ensuring safety of road users as a priority.
- RRV also recognises the potential for native vegetation removal and that a flora and fauna assessment will be required at more detailed investigation stages.
- RRV will also need to be involved in the functional design assessment of any crossing points and any path or infrastructure that is within the road reserve. There is no charge for the assessment and advice provided on functional plans. Fees and charges will apply for any works in the road reserve for detailed design assessments and works surveillance.

LEGISLATION / POLICY / COUNCIL PLAN CONTEXT

1 A healthy community

1.3 Health and wellbeing : Council will take action to improve health, wellbeing and safety outcomes for Warrnambool's community.

1.4 An accessible city: Council will improve physical and social accessibility to community services, facilities, places and precincts.

1.5 Recreation, arts, culture and heritage: Council will support opportunities to participate in a wide range of recreational, arts and cultural programs that promote activity, wellbeing, diversity heritage and which increase community connectedness.

Community learning pathways: Council will support and encourage lifelong learning that helps build community resilience and preparedness for change.

2 A Sustainable environment

2.3 Environmental impact and a changing climate: Council will encourage innovation and initiatives that minimise Warrnambool's environmental impact.

3 A strong economy

3.3 Visitor growth: Council will facilitate Warrnambool's visitor growth and year-round visitation through industry development, effective destination management and promotion of attractions, experiences and by leveraging key events.

3.4 Workforce capability: Council will foster the development of a workforce capable of supporting the needs of the local and regional economy

4 A connected, inclusive place

4.1 Effective planning: Council will ensure its planning acknowledges the unique character and attributes of local places and that that supports social connection, equitable access, appropriate housing and sustainable population growth.

4.2 A connected community: Council will enhance Warrnambool's connectivity through the delivery of, or advocacy for, improvement to roads, public transport, footpaths, trails and digital infrastructure.

4.3 Stronger neighbourhoods: Council will foster neighbourhood connections and capacity building including the development of inclusive recreational and cultural opportunities.

4.4 Sustainable practices: Council will promote and encourage the implementation of sustainable design across the municipality including the attractiveness, safety, accessibility and functionality of our built environment.

5 An effective Council

5.2 Engaged and informed community: Council will ensure ongoing community engagement to identify changing needs and priorities when developing and delivering services and programs.

5.3 Customer-focused services: Council will continue to develop a program of Council services that are delivered to the community's satisfaction.

5.7 Effective advocacy: Council will pursue effective advocacy by providing compelling materials for desired support and funding for community priorities through establishing strong relationships with other levels of government, strategic partners and key stakeholders

TIMING

For Council to be ready to take advantage of suitable funding opportunities it is suggested that the design and approvals for the project could be undertaken as soon as possible. Even this component of the project will likely take two years to complete due to the time taken for approvals by external agencies.

COMMUNITY IMPACT / CONSULTATION

The project is in the preliminary stage and hasn't gone through the complete consultation process. As a part of the project, a consultation plan will be developed to involve the community and other agencies in the projects namely, Deakin, VicTrack and DELWP. This would further refine the community aspirations and support towards the project.

Deakin University has already provided a formal letter of support for this project.

VicTrack require further detailed designs for their consideration before they will provide a letter of support.

LEGAL RISK / IMPACT

- Safety risks due of the proximity to railway line will be addressed by constructing fences in required areas separating railway line and rail trail.
- Intersection improvements are recommended to reduce risks.
- The steepest section along the corridor especially at Simpson St will be designed to achieve an appropriate grade for comfortable pedestrian and cycling movement considering 'all abilities' design principles.

FINANCIAL IMPACT

The total cost of the overall project has been estimated to be \$3.6M with most of this cost being the construction of the pathway and fencing, the feasibility study identified that the pathway could be constructed in three stages. The stages are distinct sections of the path and would provide some flexibility to align with external funding availability. - **Refer Attachment 2.**

The cost estimates were undertaken on the basic concept plans and will require a significant review, following the preparation of detailed designs.

The following preliminary costs are provided for each phase of the project based on concept plans.

- Phase 1 \$713,125
- Phase 2 \$1,492,700
- Phase 3 \$1,482,930.

Other financial benefits for the project are provided by the following points.

- Connects residents of East Warrnambool safely to CBD and foreshore and Deakin.
- Bring people from east into the City Centre (particularly students), or to Gateway/ EAP precinct – and research shows that the slower people travel, the more they spend
- Helps to 'sell' Warrnambool to people who like to be active
- Potential for run/cycle events
- Could support students living in city, then cycling to University
- Increased 'walk score' (walkability to multiple destinations) can increase house prices
- Makes Flagstaff Hill a potential destination at the end of the trail, as somewhere to stop for coffee & breakfast
- Pathway connection will service the Hycel facility within the Deakin Precinct.

ENVIRONMENTAL IMPACT

Deakin link and the connection of East Warrnambool to a designated 'sustainable transport connection' will increase sustainable transport options, reduce car dependence in that area and is another major step forward towards green, healthy and sustainable Warrnambool.

OFFICERS' DECLARATION OF INTEREST

No interests to declare in relation to this report.

CONCLUSION

A cycling and pedestrian link between the City's CBD and Deakin in the West is regularly requested from the community. This feasibility study outlines how this network could potential be achieved, what it is likely to cost, and which agencies need to be involved.

This project has a strong alignment to the Council Plan objectives and should be regarded as a significant project which can be delivered in stages over the coming years. Continued development of this project will require budget allocations for design work, permits, advocacy with VicTrack, and other stakeholder engagement events.

ATTACHMENTS

1. Attachment 1 Feasibility Study Deakin Link Path [7.7.1 - 29 pages]
2. Attachment 2 Preliminary Project & Phase costings [7.7.2 - 2 pages]

7.8. WASTE STRATEGY ADOPTION

DIRECTORATE : City Infrastructure

PURPOSE:

This report provides feedback to Council following the community consultation process, and seeks a resolution of Council to adopt the Waste Strategy 2021-2025.

EXECUTIVE SUMMARY

- The current Waste Minimisation and Resource Recovery Strategy 2017-2021 is due for review. Additionally, a large number of the actions have been completed such as, the full rollout of the FOGO service, transition to the fourth bin, and a number of other key actions.
- The Waste Strategy 2021-2025 – refer **Attachment 1** is a forward-looking document with some ambitious aims and objectives. It builds on the completed work of the 2017-2021 strategy and looks to embrace new methods of waste management with a key focus on waste reduction, reducing waste to landfill, exploration of new technologies and extensive community engagement and education programs.
- The draft strategy was endorsed by Council and released for community consultation and feedback, from 2/11/2021 to 1/12/2021 via Council's "Your Say" website, Noticeboard in the Warrnambool Standard and social media.
- A total of 10 submissions were received. The submissions are attached - refer **Attachment 2**. The attached comments did not necessitate any change to the document as previously presented.
- This feedback is vital to inform the Strategy and to actively involve the community on the journey to further improve waste management in the City and the region.
- Traditionally, community engagement on waste matters in Warrnambool attracts a lot of discussion, submissions, and interest from the community and the media. The Warrnambool community places a high value on the beauty of the City and our environment.
- Warrnambool City Council has been recognised as a leader in waste management initiatives, and the Waste Strategy 2021–2025 is intended to build upon these important achievements and set a direction for future best practice waste management for Warrnambool and the region.
- The cost of preparing the strategy was covered within the budget of City Amenity, as the document was drafted entirely "in-house".
- At the time of this report's submission, data from the 2021 Barwon South West Regional Waste Audit was not available. Results from the 2018 Barwon South West Regional Waste Audit have been included in the Waste Strategy 2021 -2025. The 2021 audit results will be provided to Council when they become available.

RECOMMENDATION

That following the community consultation, Council adopts the Waste Strategy 2021-2025.

BACKGROUND

The current Waste Minimisation and Resource Recovery Strategy 2017-2021 was due for review in late 2021. This strategy documented Warrnambool's waste practices, highlighted current minimisation initiatives, and set an overarching goal of sustainability and responsible waste management for a growing population.

The current waste strategy drew from a combination of state and associated Council documents, initiatives, and policies. The timing of the review was ideal, as a great deal of change has occurred in the waste industry, and in Warrnambool's waste practices since it was adopted.

Additionally, a large number of the actions have been completed such as, the full rollout of the FOGO service, transition to the fourth bin, and several other key actions.

As a result of the recycling crisis, Warrnambool City Council took bold steps to improve the quality and value of recyclables. Council was the first council in Victoria to devise the four-bin system which has now been mandated by the state government.

Council was one of the first councils in Victoria to adopt a municipal wide FOGO service and fortnightly garbage collection to reduce waste volumes and waste to landfill.

Warrnambool City Council has been recognised as a leader in waste management initiatives, and the Waste Strategy 2021 –2025 is intended to build upon these important achievements and set a direction for future best practice waste management for Warrnambool and the region.

ISSUES

The Strategy is a forward-looking document with some ambitious aims and objectives. It builds on the completed work of the 2017-2021 strategy and looks to embrace new methods of waste management, with a key focus on waste reduction, reducing waste to landfill, exploration of new technologies and extensive community engagement and education programs.

Some of the key objectives of the strategy include:

- Aiming to achieve zero waste to landfill by 2040.
- Strive for waste management outcomes that achieve a combined economic and environmental benefit.
- Embrace the overarching need to minimise waste to protect the environment and reduce the cost of waste management to ratepayers wherever possible.
- Promote and advocate for the development of local recycling processing, to reduce reliance on metropolitan processors, and reduce transport costs and environmental impacts.
- Work with neighboring councils, businesses, and the community to aggregate waste streams where possible, to explore new technologies in waste management, and capitalise on the financial and other advantages of economies of scale.
- Ensure waste management charges and service provisions to businesses are equitable and consistent.
- Provide infrastructure that improves stormwater systems, to reduce adverse environmental impacts or litter in stormwater systems, and the environment.
- Review the effectiveness of the night-time kerbside collection to inform future kerbside collection contracts.

Many of these objectives will require further change management and will be challenging. New technologies and methods will play a critical role if Council is to achieve its objectives.

As the strategy commits to investigating new technologies, this will require considerable additional work, partnering with industry specialists, such as Deakin University, the waste industry in general, businesses, neighboring councils and critically, consultation with the community.

Council will also partner with state and federal governments to implement the Strategy and to seek funding as streams become available.

FINANCIAL IMPACT

The cost of preparing the strategy was covered within the budget of City Amenity, as the document was drafted entirely “in-house”.

There may be additional financial impacts, particularly around waste to energy, which will be reported to Council as required.

LEGISLATION / POLICY / COUNCIL PLAN CONTEXT

2 A Sustainable environment

2.5 Waste minimisation: Council will pursue programs to minimise waste throughout the community, industry and promote the benefits of reduction, re-use and recycling of materials.

5 An effective Council

5.1 Leadership and governance: Council will be a high-functioning team committed to respectful relationships, collaboration and ongoing engagement. It will provide strong, effective leadership, sound governance and informed decision-making

TIMING

Upon adoption of the Strategy.

COMMUNITY IMPACT / CONSULTATION

The Strategy was advertised between 6, November, 2021 and 27, November, 2021.

A total of 10 submissions were received.

The submissions are attached **Refer attachment 2**

LEGAL RISK / IMPACT

Risks are assessed as being reputational and financial.

Reputational, as the community takes a strong interest in waste matters.

Financial, as waste management and waste management improvements are costly, and must be carefully considered to achieve an economic and environmental benefit.

OFFICERS' DECLARATION OF INTEREST

No conflicts of interest were declared.

CONCLUSION

The Waste Strategy 2021- 2025, aims to further reduce Warrnambool's waste impact, improve environmental and economic outcomes where possible, and puts the City on the path towards zero waste to landfill by 2040.

ATTACHMENTS

1. 3046 Waste Strategy [7.8.1 - 30 pages]
2. consultation feedback [7.8.2 - 2 pages]

7.9. TAC FUNDED BOTANIC LATM PROJECT

DIRECTORATE : City Infrastructure

PURPOSE:

This report provides the final draft of TAC funded Botanic Precinct Local Area Traffic Management (LATM) Plan before it proceeds to wider community feedback.

EXECUTIVE SUMMARY

- The Botanic Local Area Traffic Management draft plan has been completed which incorporates local stakeholders, community within the precinct and Council feedback.
- The rationale behind the treatments and locations within the plan are summarised refer **Attachment 1**.
- The Botanic LATM plan background, process and outcomes are presented in the Botanic Precinct LATM developed by Safe Systems Solutions refer **Attachment 2**.
- Once adopted by Council this draft plan and individual elements will continue to be communicated to key stakeholder groups and the wider community, via the various mechanisms included in the communications plan, refer **Attachment 3**.

RECOMMENDATION

1. That Council adopts the updated the Botanic Local Area Traffic Management plan.
2. That Council seek comment from the key stakeholder groups and the wider community when the various elements of the plan are implemented.
3. That Council continues to accept feedback from the wider community once the adopted plan is released.

NEXT STEPS

Stakeholders within the Botanic Precinct will be communicated with and able to continue to make comment on the enclosed Draft Botanic Precinct LATM plan. The Stakeholder Group include:

- Emmanuel College
- St Joseph's PS
- Warrnambool PS
- Friends of the Botanic Gardens
- Aquazone
- St John of God Hospital
- Residents within the precinct

The document will be released to the wider community via the Your Say website and various stakeholder/community networks. Feedback on the plan will be welcomed.

BACKGROUND

The Local Area Traffic Management Plan (LATM) for the Botanic Precinct, bounded by Raglan Parade, Ardlie Street, Jamieson Street/Queens Road, and an area 500 metres north of Botanic Road.

Objectives - key objectives of the LATM study are to:

1. use existing data and the community consultation to determine traffic and safety issues for all users
2. assess the suitability of parking arrangements and traffic management, including pedestrian and cycling access and safety
3. develop a plan to address identified issues including parking, congestion, safety, high vehicle speeds/volumes, walking and cycling
4. propose innovative cost-effective solutions to traffic and parking issues, which may include park and walk options and must consider the impact on traffic in the precinct.

Methodology - the study methodology included:

- a review of conditions in the Botanic Precinct based on traffic and crash data and site inspections
- a community and stakeholder consultation to understand local concerns and priorities and gather ideas for improvement
- establish a list of issues and opportunities
- draft a Local Area Traffic Management Plan

ISSUES

The study identified issues and opportunities which have been grouped under four broad themes:

1. Pedestrian safety and connectivity, including:
 - a. lack of footpath connectivity on some sections of the footpath network, and popular drop-off/pick-up points for school
 - b. lack of pedestrian crossings at many locations on the footpath network and where there are pedestrian crossings, no crossing points give priority to pedestrians at all times of the day
 - c. safety at school crossings could be further improved if they were upgraded to raised crossings.
 - d.
2. Cyclist safety and connectivity, including:
 - a. lack of connectivity at some locations
 - b. many intersections on the bicycle network are roundabouts, which are typically problematic for cyclists to navigate
 - c. some cycle lanes are obstructed by parked or queuing vehicles
 - d.
3. Traffic and Speed Management
 - a. high traffic volumes at school drop-off and pick-up times with disruption to traffic flow, localised congestion, and an increase in exposure to crash risks
 - b. insufficient parking/stopping capacity at school drop-off/pick-up times aggravates congestion and risk issues
 - c. some manoeuvres at the intersections with Botanic Road are difficult to execute at busy periods
4. Parking
 - a. parking and stopping facilities are insufficient to meet very high demand at school drop-off and pick up times

- b. vehicles often stop or park inappropriately with consequent adverse impacts on traffic flow, safety, and general amenity
- c. some parking restrictions are not effective or are being ignored

Need to be considered (outside of scope of project)

There have been additional suggestions from Community

- a. Consideration of areas outside of the scope of the project which affect travel within the precinct- Raglan Parade/Botanic Rd, Raglan Parade/Ardlie Street, Mortlake Road/Moore Street, Possible Emmanuel Loop (Hopetoun Road)
- b. The impact of truck movement along Botanic Road.

The principles demonstrated in the Botanic Local Area Traffic Management plan, can be transferred to other sites across the city. This is particularly relevant where parking and traffic movements near schools is problematic.

FINANCIAL IMPACT

There is no cost to Council as this is fully funded by the TAC. This study has identified projects to be considered for future funding opportunities. External funding opportunities will be explored to assist in funding any future projects.

LEGISLATION / POLICY / COUNCIL PLAN CONTEXT

1 A healthy community

1.3 Health and wellbeing: Council will take action to improve health, wellbeing, and safety outcomes for Warrnambool's community.

1.4 An accessible city: Council will improve physical and social accessibility to community services, facilities, places, and precincts.

2 A Sustainable environment

2.3 Environmental impact and a changing climate: Council will encourage innovation and initiatives that minimise Warrnambool's environmental impact.

4 A connected, inclusive place

4.2 A connected community: Council will enhance Warrnambool's connectivity through the delivery of, or advocacy for, improvement to roads, public transport, footpaths, trails, and digital infrastructure.

4.3 Stronger neighbourhoods: Council will foster neighbourhood connections and capacity building including the development of inclusive recreational and cultural opportunities.

4.4 Sustainable practices: Council will promote and encourage the implementation of sustainable design across the municipality including the attractiveness, safety, accessibility, and functionality of our built environment.

TIMING

Due to the COVID emergency TAC has extended the reporting period to March 2022 which has allowed Covid-Safe consultation in September/October aiming to have the finalised report due to Council early in 2022.

COMMUNITY IMPACT / CONSULTATION

It is proposed that the enclosed draft report be communicated to the community and the opportunity for further comment be provided.

LEGAL RISK / IMPACT

There is risk of not being able to complete the TAC report if the consultation process is delayed.

OFFICERS' DECLARATION OF INTEREST

Nil

CONCLUSION

Council is asked to adopt the Botanic Local Area Traffic Management plan as attached and continue to communicate with the key stakeholder groups and the wider community. Council staff will continue to provide feedback to the stakeholders and the wider community and consult on the individual projects as they are rolled out in a prioritised fashion.

ATTACHMENTS

1. S 20190248 WAR Botanic Precinct LATM Report v 0.4 [7.9.1 - 50 pages]
2. Botanic Precinct LATM communication plan FEB 2022 [7.9.2 - 1 page]
3. 3124 Botanic Local Area Traffic Management Plan Summary [7.9.3 - 16 pages]

7.10. STATEMENT OF COMMITMENT TO GENDER EQUALITY

DIRECTORATE : Community Development

PURPOSE:

The report provides background to the Gender Equity Act 2020 and makes a recommendation that Council resolve to commit to gender equality through a Statement of Commitment to Gender Equality.

EXECUTIVE SUMMARY

The report provides background to the Gender Equality Act 2020 and the objects of the Act. It provides a summary of Warrnambool City Council's obligations under the Act; and provides statistics and background that supports a commitment to gender equality. It recommends that Council resolves to commit to gender equality through a Statement of Commitment.

RECOMMENDATION

That Council resolve to commit to gender equality through a Statement of Commitment to Gender Equality as per the attachment.

BACKGROUND

The 2016 Royal Commission into Family Violence showed that Victoria needs to address gender inequality to all forms of violence against women.

In response, the Victorian Government released Victoria's first gender equality strategy, 'Safe and Strong', in December 2016. As part of Safe and Strong, the government committed to legislative change to promote gender equality. The Act is the result of extensive public and stakeholder consultation and reflects the views and experiences of the Victorian community.

The Gender Equality Act 2020 passed through Parliament in February 2020 the Department of Premier and Cabinet began work on implementation and established the Commission for Gender Equality in the Public Sector.

The objects of the Act are to:

- promote, encourage, and facilitate the achievement of gender equality and improvement in the status of women
- support the identification and elimination of systemic causes of gender inequality in policy, programs, and delivery of services in workplaces and communities
- recognise that gender inequality may be compounded by other forms of disadvantage or discrimination that a person may experience on the basis of Aboriginality, age, disability, ethnicity, gender identity, race, religion, sexual orientation, and other attributes
- redress disadvantage, address stigma, stereotyping, prejudice, and violence, and accommodate persons of different genders by way of structural change
- enhance economic and social participation by persons of different genders
- further promote the right to equality set out in the Charter of Human Rights and Responsibilities and the Convention on the Elimination of All Forms of Discrimination against Women

The Gender Equality Act 2020 promotes gender equality by:

- Requiring the Victorian public sector, local councils and universities to take positive action towards achieving workplace gender equality.
- Requiring these organisations to consider and promote gender equality in their policies, programs, and services.
- Establishing the Public Sector Gender Equality Commissioner to provide education, support implementation and enforce compliance.

Under the Act, Warrnambool City Council's obligations are to:

- develop and implement a Gender Equality Action Plan, which includes:
 - results of a workplace gender audit
 - strategies for achieving workplace gender equality

Council must also publicly report on their progress in relation to workplace gender equality

- promote gender equality in policies, programs and services that impact the public
- complete gender impact assessments.

A workplace Gender Equity Action Committee made up of staff members from across the organization has been working on delivering this plan with support from Croxford Consulting and Women's Health and Wellbeing Barwon Southwest. The report is due to be submitted to the Commission by the end of March.

ISSUES

Key statistics on violence against women in Australia:-

- On average, one woman a week is murdered by her current or former partner.
- 1 in 3 women has experienced physical violence since the age of 15.
- 1 in 5 women has experienced sexual violence since the age of 15.
- 1 in 3 women has experienced physical and/or sexual violence perpetrated by a man they know.
- 1 in 4 women has experienced physical or sexual violence by a current or former intimate partner since age 15.
- 1 in 2 women (53%) has experienced sexual harassment in their lifetime.
- Women are nearly three times more likely than men to experience violence from an intimate partner.
- Almost 10 women a day are hospitalised for assault injuries perpetrated by a spouse or domestic partner.
- Almost one in 10 women have experienced violence by a stranger since the age of 15.
- There is evidence that women with disability are more likely to experience violence. For example, women with disabilities in Australia are around two times more likely than women without disabilities to have experienced sexual violence and intimate partner violence.

The perpetration of men's violence against women is understood to be a manifestation of historically unequal power relations between men and women.

Warrnambool City Council's Gender Equality Action Plan (GEAP) will be the first plan developed by the Warrnambool City Council since the introduction of the Gender Equality Act 2020 and covers the period 2022 to 2026. The plan aims to address the imbalance of power relations between men and women.

Research shows that gender equity in the workplace leads to:

- improved productivity, economic and social outcomes
- improved engagement and wellbeing of staff
- enhanced ability of an organisation to attract talent and retain employees
- enhanced capacity to innovate and to solve complex problems during changing conditions; and
- enhanced ability to engage with Victoria's diverse community.

Warrnambool City Councillors have a key leadership role in committing to resource the delivery of the plan and to supporting initiatives and participating in National and Statewide campaigns that promote equity, diversity, and wellbeing.

The Gender Equality Act 2020 falls under the S5 Instrument of Delegation – Council to CEO. There is however a very important role for Council to:-

- ensure the Plan is adequately funded
- ensure strategic oversight of the Plan and be satisfied that the plans actions are moving to achieve the state outcomes
- support and participate in National and State-wide campaigns that promote equity, diversity, and wellbeing.

The Gender Equality Act 2020 outlines 10 principles of gender equality. As community and civic leaders Councillors might also consider endorsing a Commitment Statement to the principals of Gender Equity to signal to council staff and community the importance and priority that Council places on gender equity.

A draft Commitment Statement Gender Equality is attached – refer **Attachment 1**.

FINANCIAL IMPACT

A required obligation under the Act is to ensure that adequate resources are allocated to developing and implementing the GEAP.

The 2022/2023 budget recommends \$100,000 be committed to support the outcomes of the Warrnambool City Council Gender Equity Plan.

LEGISLATION/POLICY/COUNCIL PLAN CONTEXT

The Gender Equality Act came into force on 31 March 2021 (part) and 1 July 2021. In addition to the Gender Equity Act the following pieces of legislation are also relevant in addressing equality, reducing discrimination and creating a fairer organisation:

- Fair Work Act 2002 (Cth);
- Equal Opportunity Act 2010 (Vic);
- Charter of Human Rights and Responsibilities Act 2006 (Vic);
- Sex Discrimination Act 1984 (Cth);
- Workplace Gender Equality Act 2012 (Cth);
- Occupational Health and Safety Act 2004 (Vic); and
- WCC Enterprise Bargaining Agreement No. 8 and future Enterprise Bargaining Agreements.

TIMING

N/A

COMMUNITY IMPACT/CONSULTATION

A public commitment to gender equality will draw attention of the impact of gender inequality and presents an important opportunity to influence policy, culture and attitudes across Warrnambool and South West Victoria.

LEGAL RISK/IMPACT

Nil

OFFICERS' DECLARATION OF INTEREST

Nil

CONCLUSION

The perpetration of men's violence against women is understood to be a manifestation of historically unequal power relations between men and women.

A public commitment to gender equality will draw attention of the impact of gender inequality and presents an important opportunity to influence policy, culture and attitudes across Warrnambool and South West Victoria.

ATTACHMENTS

1. DRAFT Gender equality commitment statement [7.10.1 - 1 page]

7.11. WARRNAMBOOL LEARNING AND LIBRARY HUB - AGREEMENTS

DIRECTORATE : Community Development

PURPOSE:

This report provides information on operational agreements with SWTAFE and seeks delegation for the CEO to enter into the necessary agreements, as well as any other ancillary matters, to ensure the effective completion and opening of the library.

EXECUTIVE SUMMARY

This report provides background on the Agreements required to enter into a property licence and service level agreement with SWTAFE for the new Learning and Library Hub.

It provides a summary of the key commitments included in the Agreements.

It seeks Council's delegation for the CEO to enter into such agreements, as well as any other ancillary matters, to ensure the effective completion and opening of the library.

RECOMMENDATION

That the CEO be delegated the authority to enter into the necessary agreements, as well as any other ancillary matters, to ensure the effective completion and opening of the library.

BACKGROUND

In 2014 Council endorsed the proposed joint use library project, developed in partnership with SWTAFE.

In 2019 a Business Case for a new library was finalised and subsequently funded by the Victorian State Government with a \$16.25million contribution with \$2.75million contribution from Warrnambool City Council and \$370,000 philanthropic contribution.

A Memoranda of Understanding to enter into a joint project was signed in 2019.

A Project Delivery Agreement that committed Council to the construction project was signed in 2020.

Construction is well under way and is expected to be completed by September 2022.

The operation of the library as a joint public and TAFE library will be the responsibility of Warrnambool City Council. The building will remain the property of SWTAFE under licence to Warrnambool City Council for a 30 year term, at peppercorn rent. The Agreements that form the basis of the arrangements between SWTAFE and Warrnambool City Council are an Occupancy and Operation Agreement and a Library Services Agreement (or Service Level Agreement). Council and SWTAFE have been in negotiation around the terms of these documents for many months but are now close to reaching agreement.

As part of the original Business Case and the MOU, SWTAFE will contribute \$359,000 plus CPI towards the operational cost of the library service.

ISSUES

Delegation to enter in Agreement

Given the value of the contract and the length of term of the contract delegated authority from Council is required for the CEO to enter into these Agreements as well as any other ancillary matters to ensure the effective completion and opening of the library.

Occupancy and Operating Agreement – Summary of key terms and objectives

The parties acknowledge and agree that their objectives in entering into this Occupation and Operating Licence are:

- a) to provide for the Permitted Use of the Hub and the Site by Council, Council's Personnel and the Municipal Community; (*permitted use being for the delivery of library services*)
- b) to create a framework for the effective and mutually beneficial operation and maintenance of the Hub by Council in accordance with the Library Services Agreement;
- c) to ensure the Hub is used, operated and maintained safely, and in accordance with all relevant Laws; and
- d) to achieve these joint objectives through a culture of mutual respect, cooperation and good faith.

The parties must exercise all of their obligations under this Occupation and Operating Licence in furtherance of these objectives.

The Terms specify that Council must:

- a) perform all its activities under this Occupation and Operating Licence safely so as to protect persons and property;
- b) use the Site and the Hub in an appropriate manner and keep the Site and Hub in good condition except for fair wear and tear including carrying out any repairs or maintenance to any superficial damage to the inside of the Hub in accordance with ***Annexure C**.
- c) at its own cost, comply with all relevant Laws in relation to Council's rights and obligations under this Occupation and Operating Licence;

It is expected that ***Annexure C** will specify that:

- Council will be responsible for the maintenance and renewal of internal fixtures, fitting and furnishings.
- SWTAFE will be responsible for the maintenance and renewal of structural and mechanical services.

The initial term is specified as 30 years from commencement date.

Licence fee is specified as \$10.00 per annum if demanded.

Library Services Agreement – – Summary of key terms and objectives

This Agreement sets out the nature and extent of the services which Council will provide to SWTAFE (and its students and staff) from the Learning and Library Hub.

The Agreement states that Council agrees to operate the library, including the delivery of the Services for SWTAFE staff and students. The Hub will be accessible by all Members regardless of being a Municipal Community Member or a TAFE Member.

The Terms specify that the Council operated service:

- a) will be accessible to students and staff of SWTAFE and the Municipal Community during the opening hours and out of hours as agreed to by both Parties in writing;
- b) is managed by the Library Manager, and staffed by persons employed by Council;
- c) has a collection of books and other materials (whether in print, audio, audio-visual, digital or other form) which are available for loan and use by SWTAFE students and staff and Municipal Community; and
- d) will provide a range of programs and services to the Municipal Community and visitors; and
- e) provides SWTAFE library services for staff and students as set out in ***Schedule B**.

***Schedule B** outlines basic TAFE library services limited to the extent that they are currently provided.

Council will enter into an operating licence for area detailed in the Occupation and Operating Licence as the Skills and Jobs Centre with SWTAFE

Council will manage the sublet of the Café at the Learning and Library Hub through a qualified service provider and if possible, Council and SWTAFE will undertake a joint procurement process to select the café vendor which would ideally see that same vendor be appointed to the café in the Hub and the existing café within SWTAFE (SWTAFE Café).

FINANCIAL IMPACT

The Agreements commit Council to the ongoing delivery of TAFE library services for the term of the Agreement.

The Agreements commit Council to receive \$359,000 per annum plus CPI from SWTAFE for the term of the Agreement.

The Agreements stipulate that the cost to Council to enter into the Occupancy Agreement (Property Licence) is \$10 per annum, if demanded.

LEGISLATION / POLICY / COUNCIL PLAN CONTEXT

5 An effective Council

5.1 Leadership and governance: Council will be a high-functioning team committed to respectful relationships, collaboration and ongoing engagement. It will provide strong, effective leadership, sound governance and informed decision-making

5.5 Organisational and financial sustainability: Council will ensure organisational and financial sustainability through the effective and efficient use of Council's resources and assets.

TIMING

The Agreements are expected to be finalised in coming weeks.

COMMUNITY IMPACT / CONSULTATION

n/a

LEGAL RISK / IMPACT

Nil

OFFICERS' DECLARATION OF INTEREST

Nil

CONCLUSION

While Council has already committed to the operation of the occupancy and operation of the library through previous agreements, approval and delegation is sought to enter into the ongoing contractual and financial agreements as required to ensure the effective completion and opening of the library.

ATTACHMENTS

Nil

7.12. INFORMAL MEETINGS OF COUNCIL REPORTS

PURPOSE

The purpose of this report is to provide Council with copies of Informal Meetings of Council (previously known as “Assembly of Councillor Records”) as previously required under section 80A(2) of the Local Government Act 1989.

BACKGROUND INFORMATION

Section 80A(2) of the Local Government Act 1989 required the record of an Assembly of Councillors to be reported at an ordinary Council meeting.

Assembly of Councillor Records are no longer a requirement in the Local Government Act 2020 as of 24 October 2020. However, under Council’s Governance Rules, a summary of the matters discussed at the meeting are required to be tabled at the next convenient Council meeting and recorded in the minutes of that Council meeting.

REPORT

The record of the following Informal Meetings of Council are enclosed:-

- Monday 14 February 2022 – refer **Attachment 1**
- Monday 21 February 2022 – refer **Attachment 2**
- Monday 28 February 2022 – refer **Attachment 3**

ATTACHMENTS

1. Assembly of Councillors Record 14 February 2022 [7.12.1 - 2 pages]
2. Assembly of Councillors Record 21 February 2022 [7.12.2 - 2 pages]
3. Assembly of Councillors Record 28 February 2022 [7.12.3 - 2 pages]

RECOMMENDATION

That the record of the Informal Meetings of Council held on 14, 21 and 28 February 2022 be received.

7.13. MAYORAL & CHIEF EXECUTIVE OFFICER COUNCIL ACTIVITIES - SUMMARY REPORT

PURPOSE

This report summarises Mayoral and Chief Executive Officer Council activities since the last Ordinary Meeting which particularly relate to key social, economic and environmental issues of direct relevance to the Warrnambool community.

REPORT

Date	Location	Function
8 February 2022	Warrnambool	Chief Executive Officer – Virtual meeting of the Deakin University Warrnambool Clinical School & Western Victoria Regional Training Hub – Community Advisory Board.
10 February 2022	Melbourne	Mayor & Chief Executive Officer - SouthWest Victoria Alliance Group meetings in Melbourne with various politicians regarding the regional priorities 2021/22.
11 February 2022	Camperdown	Chief Executive Officer – South West Victoria Alliance CEO's meeting.
15 February 2022	Hamilton	Mayor & Cr Blain - Attended the Great South Coast Food & Fibre – Sustainable Water Forum held in Hamilton.
17 February 2022	Warrnambool	Mayor & Chief Executive Officer – Regional Cities Victoria meeting – virtual.
	Melbourne	Chief Executive Officer – Japanese Consul-General reception for Emperor of Japan's 62 nd Birthday.
18 February 2022	Warrnambool	Chief Executive Officer – Hon. Gayle Tierney PM Learning & Library Hub development visit and Warrnambool Advocacy Plan discussion.
19 February 2022	Warrnambool	Deputy Mayor – Presentation at the finish of the Melbourne to Warrnambool Cycling Road.
25 February 2022	Port Campbell	Mayor & Chief Executive Officer – Tourism roundtable with The Hon. Dan Tehan MP, Member for Wannon and Minister for TRADE, Tourism and Investment and Managing Director Tourism Australia, Ms. Phillipa Harrison.
	Port Campbell	Mayor & Chief Executive Officer – Great South Coast Group (SouthWest Victoria Alliance) Board meeting.
26 February 2022	Warrnambool	Mayor & Chief Executive Officer – Official visit to Flagstaff Hill by Portuguese Ambassador to Australia, His Excellency Mr Antonio Pedro Rodrigues da Silva.
		Mayor & Chief Executive Officer – Portuguese Festival Gala dinner.
27 February 2022	Warrnambool	Mayor & Chief Executive Officer - Portuguese Festival.

RECOMMENDATION

That the Mayoral & Chief Executive Officer Council Activities – Summary Report be received.

8. NOTICE OF MOTION

8.0. NIL

No Notices of Motion have been received.

9. GENERAL BUSINESS

10. URGENT BUSINESS

11. CLOSE OF MEETING