



**ORDINARY
MEETING OF
COUNCIL**

MINUTES

3 MAY 2017



MINUTES OF THE ORDINARY MEETING OF THE PORT PHILLIP CITY COUNCIL HELD 3 MAY 2017 IN SOUTH MELBOURNE TOWN HALL

The meeting opened at 6:30pm.

PRESENT

Cr Voss (Chairperson), Cr Baxter, Cr Bond, Cr Brand, Cr Copsey, Cr Crawford, Cr Gross, Cr Pearl, Cr Simic.

IN ATTENDANCE

Carol Jeffs Interim Chief Executive Officer, Claire Ferres Miles General Manager Place Strategy and Development, Vanessa Schernickau Acting General Manager Community Development, Chris Carroll General Manager Organisational Performance, George Borg Manager City Development, Doron Karliner Chief Governance Officer, Brett Walters Manager Sustainability and Transport, Damian Dewar Manager Place and Design, David Graffen Coordinator Property Management, Donna D'Alessandro Planning Coordinator Gateway Ward, Aidan Robinson Principal Planner.

The City of Port Phillip respectfully acknowledges the Yalukit Willam Clan of the Boon Wurrung. We pay our respect to their Elders, both past and present. We acknowledge and uphold their continuing relationship to this land.

1. APOLOGIES

Nil.

2. CONFIRMATION OF MINUTES

Moved Crs Simic/Brand

That the minutes of the Ordinary Meeting of the Port Phillip City Council held on 19 April 2017 be confirmed.

A vote was taken and the MOTION was CARRIED unanimously.

3. DECLARATIONS OF CONFLICTS OF INTEREST

Nil.



4. PETITIONS AND JOINT LETTERS

Nil.



5. SEALING SCHEDULE

Item 5.1

Council resolved to appoint Peter Smith as the Chief Executive Office of Port Phillip City Council at the Ordinary Meeting of Council on 19 April 2017.

Mr Smith has signed the Contract of Employment

Responsible Manager: Chief Governance Officer

Moved Crs Bond/Brand

That Council's Common Seal be affixed to the Contract of Employment between Mr Peter Smith and Port Phillip City Council.

A vote was taken and the MOTION was CARRIED unanimously.



6. PUBLIC QUESTION TIME

Andrew Ball

- Asked for an update on the city-wide heritage assessment, given situations such as the Greyhound Hotel.

The Mayor, Cr Voss, deferred to Claire Ferres Miles, General Manager Place Strategy and Development, who responded that Council was working with the Department of Environment, Water, Land and Planning and Heritage Victoria to progress guidelines for heritage assessments relating to locally significant buildings. However this has identified a wider problem that currently there are no guidelines or benchmark for demonstrating and assessing social significance. Council's municipality wide assessment is scheduled for 2017/18.

Teresa Warren

- Asked about works at Skinners Adventure Playground and how nearby residents would be notified.

The Mayor, Cr Voss, deferred to Vanesa Schernickau, Acting General Manager Community Development, who responded that currently the St Kilda Adventure Playground was closed and works were being undertaken. Once this is complete, the Skinners Adventure Playground will then be closed for maintenance, consequently both playgrounds will not be closed at the same time.

Ms Schernickau stated there were some other minor works involved and she would take the question of the exact nature of those works on notice. The Emerald Hill Court Residents Association would be notified of works at Skinners Adventure Playground by letter which could be posted on notice boards in communal areas.

Isaac Hermann

- Noted that Council had put the road resealing of Tide Street, Elwood on hold, and asked whether this was because of rainfall impermeability issues leading to flooding concerns, and asked if there were other treatments than bitumen available.

The Mayor, Cr Voss, deferred to Chris Carroll, General Manager Operational Performance, who responded that Council was aware of resident feedback regarding the road surface at Tide Street, that it was prepared to look at alternative road surface treatments, and that it is looking at the question of permeability generally and would report on that in due course..



7. COUNCILLOR QUESTION TIME

Cr Pearl asked for an update on the planning application for 1-7 Waterfront Place, Port Melbourne.

The Mayor, Cr Voss, deferred to George Borg, Manager City Development, who responded that the application was still technically at the application stage.

Cr Pearl asked what was being done in the winter months with regard to enforcement relating to the noise pollution from motorbikes before the problem worsened again over summer.

The Mayor, Cr Voss, deferred to Brett Walters, Manager Sustainability and Transport, who responded that noise pollution was the responsibility of the Environmental Protection Agency who were looking at placing officers within local government areas to deal with minor pollution issues. He stated he would take the question of enforcement actions during the winter period on notice.



8. PRESENTATION OF REPORTS

Discussion took place in the following order:

- 8.3 St Kilda Triangle Amendment C106
- 8.1 CEO Report - Issue 33 May 2017
- 8.2 Proposed Discontinuance and Sale of Road Abutting 133 Moray Street and 34 Tope Street, South Melbourne
- 8.4 37-43 Park Street, South Melbourne
- 8.5 412 St Kilda Road, Melbourne
- 8.6 March 2017 Delegate Report



8.3 ST KILDA TRIANGLE AMENDMENT C106

The following speakers made a verbal submission in relation to this item:

Dave Fernandes

- Stated that although abandonment of Amendment C106 looked like a simple procedural matter, it was not, and there was a significant history involved.
- Asked if Councillors had been fully briefed on the history of the St Kilda Triangle?, including the UDF, Orange Document, Purple Document.

Andrew Ball

- Noted that Amendment C106 had not been progressed due to concerns raised by Councillors and the community after exhibition, and asked what that feedback was.

Peter Holland

- Stated his support for the officer recommendation and further officer recommendations.

Brenda Forbath

- Said that no funds had been allocated by Council or the State Government
- Stated she could see no reason why C106 should be abandoned and that it should not be allowed to lapse, so that Council could keep options open for the future.

Krystyna Kynst

- Stated she had been involved in the St Kilda Triangle project for seventeen years.
- Stated that she did not consider that previous Councillors had abandoned C106 and queried whether abandoning C106 also meant abandoning the Orange document, and whether it was really superseded by the Purple document.
- Asked if Councillors had seen a scale model reflecting the Purple document.

Alan West

- Asked that Council request an extension of Amendment C106 to keep all the options open.



Purpose

The purpose of the report is to:

- Resolve the St Kilda Triangle Amendment C106 which expires on 09 May 2017.

Moved Crs Bond/Brand

That Council:

- 1.1 Requests the Minister for Planning to extend the period for Council to progress and consider adoption of Amendment C106 (St Kilda Triangle) from 9th May 2017 for a further 12 months, pursuant to section 30 part 2 of the Planning and Environment Act 1987.
- 1.2 Receives a further report regarding the St Kilda Triangle, to consider next steps including: design guidelines, a potential new planning scheme amendment, an advocacy strategy, and possible early or enabling projects.

A vote was taken and the MOTION was CARRIED.

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8.1 CEO REPORT - ISSUE 33 MAY 2017

Purpose

To provide Council with a regular update from the Chief Executive Officer regarding Council's activities and performance.

Moved Crs Simic/Copsey

That Council:

- I.1 Notes the CEO Report Issue 33 (provided as Attachment I) including changes against budget during March 2017 and also changes to the project portfolio for March 2017.

A vote was taken and the MOTION was CARRIED unanimously.



8.2 PROPOSED DISCONTINUANCE AND SALE OF ROAD ABUTTING 133 MORAY STREET AND 34 TOPE STREET, SOUTH MELBOURNE

The following speaker made a verbal submission in relation to this item:

Isaac Hermann

- Asked that Council put a stop to laneway sales in flood zones and that any revenue from these sales be directed to drainage infrastructure.
- Asked how many laneways were up for sale, how many had been sold in the last 10, 20 and 30 years and much revenue had been raised?

Purpose

This report seeks Council's approval to commence the statutory procedures pursuant to the Local Government Act 1989 (Vic) (**Act**) to consider discontinuing the road abutting 133 Moray Street, South Melbourne and 34 Tope Street, South Melbourne, being part of the land contained in certificate of title volume 9108 folio 875 (**Road**).

Moved Crs Bond/Pearl

That Council acting under clause 3 of Schedule 10 of the Act:

- 1.1 Resolves that the statutory procedures be commenced to discontinue the road abutting 133 Moray Street, South Melbourne and 34 Tope Street, South Melbourne, being part of the land contained in certificate of title volume 9108 folio 875.
- 1.2 Directs the public notice of the proposed discontinuance of the Road be given under sections 207A and 223 of the Act.
- 1.3 Resolves that the public notice required to be given under sections 207A and 223 of the Act should state that if the Road is discontinued, Council proposes to sell the Road to the owner of the properties at 133 Moray Street, South Melbourne and 34 Tope Street, South Melbourne, respectively, (**Owner**) for market value.
- 1.4 Authorises the Chief Executive Officer or delegate to undertake the administrative procedures necessary to enable Council to carry out its functions under section 223 of the Act in relation to this matter.
- 1.5 Resolves to hear and consider any submissions received pursuant to section 223 of the Act at a Council meeting to be held on 19 July 2017.

Further, should no submissions be received, that Council:

- 1.6 Resolves that, having followed all the required statutory procedures pursuant to sections 207A and 223 of the Act pursuant to its power under clause 3 of Schedule 10 of the Act, and being of the opinion that the Road, is not reasonably required for public use, it discontinues the Road

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- 1.7 Directs that a notice pursuant to the provisions of clause 3(a) of Schedule 10 of the Act is to be published in the Victoria Government Gazette.
- 1.8 Directs that, once discontinued, the Road be transferred to the adjoining Owner for no less than the market value.
- 1.9 Directs that the common seal of Port Phillip City Council is affixed to any transfer or transfers of the Road and any other documents required to be signed in connection with the discontinuance of the Road and its subsequent transfer to the adjoining Owner.
- 1.10 Directs that any easements, rights or interests required to be created or saved over the Road by any authority be done so and not be affected by the discontinuance and sale.
- 1.11 Directs that the Owner be required to consolidate the title to the Road with either of the title to the property known as 34 Tope Street, South Melbourne, being the land contained in certificate of title volume 9108 folio 875 or, the property known as 133 Moray Street, South Melbourne, being the land contained in certificate of title volume 10617 folio 594, within 12 months of the date of transfer of the discontinued Road.

A vote was taken and the MOTION was CARRIED.



8.4 37-43 PARK STREET, SOUTH MELBOURNE

Purpose

To include an additional 25m or 8 storeys to the existing approved 12 storey building (proposed 20 storeys) which would accommodate an additional 49 dwellings (201 total) with a further reduction in the residential and visitor car parking requirements (14 spaces).

Moved Crs Bond/Brand

That the Responsible Authority, having caused the Application No. 535/2014/B to be advertised and having received and noted the objections, advise VCAT that, had it been the Responsible Authority for determination of the application, would have issued a Notice of Refusal to Grant an Amended Planning Permit for the construction of a new building containing dwellings and shop premises. Reduction in the number of car parking spaces; waiver of the loading bay requirements for the retail premises at 37-43 Park Street, South Melbourne, on the following grounds:

1. The proposal does not adequately satisfy the relevant objectives and strategies of the Local Planning Policy Framework (LPPF), namely 21.04-1 (Land Use – Housing and accommodation), 21.05-2 (Built Form - Urban Structure and Character), 21.05-2 (Built Form - Urban Design and the Public Realm), 21.06-7 (Neighbourhoods – St Kilda Road North Precinct) of the Port Phillip Planning Scheme.
2. The building scale and massing is contrary to Clause 21.05-2 (Built Form - Urban Structure and Character), 21.05-2 (Built Form - Urban Design and the Public Realm), 21.06-7 (Neighbourhoods – St Kilda Road North Precinct), 22.06 (Urban Design Policy for Non Residential Development and Multi Unit Residential Development) and 43.02 (Design and Development Overlay) of the Port Phillip Planning Scheme.
3. The proposal is inconsistent with the design objectives and requirements of the Design and Development Overlay Schedule 26, particularly in relation to setbacks and overall height.
4. The proposed development would fail to provide adequate onsite car parking and loading and unloading facilities in accordance with Clauses 52.06 and 52.07 of the Port Phillip Planning Scheme.
5. The proposal is an overdevelopment of the subject site and would not be in keeping with the orderly planning of the area.
6. The development would have an adverse impact on the amenity of the adjoining residential dwellings in relation to visual bulk.
7. The proposed reduced balcony sizes and numerous borrowed light apartments fail to provide adequate levels of internal amenity for future occupants of the dwellings in relation to access to daylight, sunlight and outlook.
8. The amended development would be a transformation of the previous planning permit approval.

A vote was taken and the MOTION was CARRIED unanimously.



8.5 412 ST KILDA ROAD, MELBOURNE

Purpose

Demolition of the entire building and construction of a new building comprising 158 dwellings, basement car parking for 210 cars, one restaurant and one food and drink premises and reduction in resident, visitor and restaurant/ food and drink premise car parking

Moved Crs Bond/Gross

That the Responsible Authority, having caused the Application No. 1011/2014/A to be advertised and having received and noted the objections, advise VCAT that, had it been the Responsible Authority for determination of the application, would have issued a Notice of Decision to Grant an Amended Planning Permit for the construction of a multi-level building, use of the building for dwellings and a reduction in car parking requirements at 412 St Kilda Road, Melbourne, with the following amendments:

Amend the preamble

Amend the preamble so as to state:

Construction of a multi-level building, use of the building for dwellings and a reduction in car parking requirements

Changes to the plans

That the amended plans prepared by Zaha Hadid Architects, Revision 1 dated 7 October 2016 (the advertised plans) form the basis of the amended permit, to show significant changes to the approved development, specifically the construction of a new building with associated changes to the design, layout, dwelling configuration, car parking, bicycle parking and loading bay provisions and food and drink premises configuration.

Delete conditions

Delete the following conditions from the permit:

1. a), b), d), f) and g) and 13.

Amend conditions:

Amend the following conditions on the permit:

Condition 4 so as to state:

4. Equipment and Services Above Roof Level

No equipment, services and architectural features other than those shown within the designated areas on the endorsed plans shall be permitted above the roof level of the building unless otherwise agreed to in writing by the Responsible Authority.

Condition 10 so as to state:



10. Car parking allocation

Without the further written consent of the Responsible Authority car parking for the approved development must be allocated on any Plan of Subdivision as follows:

- * *At least one car parking space for every one and two bedroom dwelling,*
- * *At least two car parking spaces for every three or more bedroom dwelling,*
- * *At least five spaces for residential visitors,*
- * *At least four spaces for the Restaurant, and*
- * *At least one space for the Food and drink premises*

All to the satisfaction of the Responsible Authority

Condition 12 so as to state:

12. Urban Art

Before the occupation of the development allowed by this permit, an urban art plan in accordance with Council's Urban Art Strategy must be submitted to, be to the satisfaction of and approved by the Responsible Authority. The value of the urban art must be to the satisfaction of the Responsible Authority. Urban art in accordance with the approved plan must be installed before the occupation of the building to the satisfaction of the Responsible Authority.

Condition 18 so as to state:

18. Waste Management Plan

Before the permitted development begins, an updated Waste Management Plan confirming that waste collection will occur in the on-site loading bay and outside of peak commuter periods is to be submitted for approval to the responsible Authority. Once submitted and approved, the waste management plan must be carried out to the satisfaction of the Responsible Authority.

Condition 19 so as to state:

19. Architects

Except with the consent of the Responsible Authority, Zaha Hadid Architects and/ or Ellenberg Fraser must be retained to complete and provide architectural oversight during construction of the detailed design as shown in the endorsed plans and endorsed schedule of materials to the satisfaction of the Responsible Authority.

New conditions

Include the following new conditions on the permit:

- I. h) A signal system or similar installed at the crossover of the loading bay to provide for safety of pedestrians in lieu of standard sight lines being achieved.
- i) The use of clear, untinted and non-reflective glazing to the ground floor façade.



- j) Privacy screening to the balconies of Apartments 2 and 3 of Levels D to Q (2-18) and Apartment 2 on Level R (20) to prevent direct views of the adjoining habitable windows within the building at 416a St Kilda Road within 9m of the balcony edge.
- k) The entire building to be constructed within the title boundaries.
- l) The building, including the proposed balconies and architectural features, set back a minimum of 3m from the St Kilda Road boundary line, other than at the ground floor level.

Public Transport Victoria and Melbourne Metro Conditions 21-28

- 21. Ground anchors or rock bolts used for the development must not intrude into the road reserve of St. Kilda Road unless agreed to in writing by the Melbourne Metro Rail Authority.
- 22. Before the development starts, amended plans must be submitted to and approved by Melbourne Metro Rail 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 show:
 - (a) Final retaining walls
 - (b) Final footing designs and, if adopted
 - (c) Pile loadings and pile designs.
- 23. Prior to the commencement of development, an Engineering Report from a suitably qualified engineer outlining the design, management and construction techniques to be implemented prior, during and following excavation to prevent any impact on the St Kilda Road is to be submitted to VicRoads for approval. Once approved, the Engineering Report will form part of the planning permit. Without limiting the scope of the report, it must consider all structural and geotechnical issues and must demonstrate the following:
 - a) That the building footings (and overall development including basements etc) will not compromise the structural integrity of the St Kilda Road Reserve (including footpath and utility services).
 - b) That the method of excavation and construction of the proposed basement and footings minimises the extent of temporary draw down of the ground water table below and adjacent to the excavation;
 - c) Any holding points requiring VicRoads' inspection and approval prior to releasing the holding points;
 - d) That the basement will not cause permanent draw down impacting the ground water table; and



- e) That the basement will be suitably protected from any ground water ingress.
- 24.** Before the development commences, detailed design drawings must be submitted to and approved by VicRoads. When approved by VicRoads, the drawings may be endorsed by the Responsible Authority and will then form part of the permit. The drawings must be drawn to scale with dimensions and three copies must be provided. The drawings must show:
- a) All excavation and footing details must accord with the approved Engineering Report described at condition 3 (above);
 - b) Excavation depths to be shown at Australian Height Datum (AHD);
 - c) All sub surface basement levels be shown as AHD on floor plans and elevation plans.
- 25.** All design, excavation and construction must accord with the approved Engineering Report described at condition 4 (above).
- 26.** The layout of the site and the size, levels, design and location of buildings and works which may impact the St Kilda Road reserve must not be modified without the prior written consent of VicRoads.
- 27.** Prior to commencement of the development or use hereby approved, a truck wheel wash must be installed at the property boundary to enable all mud and other tyre borne debris from vehicles to be removed prior to exiting the land.
- 28.** The truck wheel wash must be maintained in good order during the construction phase of the development and may be removed at the end of the construction phase of the development with the prior approval of VicRoads.
- 29. Incorporation of Sustainable Design initiatives**
- The project must incorporate the sustainable design initiatives listed in the endorsed Sustainable Management Plan to the satisfaction of the Responsible Authority.
- 30. Implementation of Sustainable Design Initiatives**
- Before the occupation of the development approved under this permit, a report from the author of the Sustainable Design Assessment/Sustainable Management Plan approved pursuant to this permit, or similarly qualified person or company, must be submitted to the satisfaction of the Responsible Authority. The report must confirm that all measures and recommendations specified in the Ecologically Sustainable Design report have been implemented and/or incorporated in accordance with the approved report to the satisfaction of the Responsible Authority.



31. Incorporation of Water Sensitive Urban Design initiatives

Before the occupation of the development approved under this permit, the project must incorporate the water sensitive urban design initiatives listed in the endorsed Sustainable Management Plan to the satisfaction of the Responsible Authority, and thereafter maintained to the satisfaction of the Responsible Authority.

32. Maintenance Manual for Water Sensitive Urban Design Initiatives (Stormwater Management)

Before the development starts (other than demolition or works to remediate contaminated land) a Maintenance Manual for Water Sensitive Urban Design Initiatives must be submitted to and approved by the Responsible Authority.

The manual must set out future operational and maintenance arrangements for all WSUD (stormwater management) measures. The program must include, but is not limited to:

- inspection frequency
- cleanout procedures
- as installed design details/diagrams including a sketch of how the system operates

The WSUD Maintenance Manual may form part of a broader Maintenance Program that covers other aspects of maintenance such as a Builder' User's Guide or a Building Maintenance Guide.

33. Site Management Water Sensitive Urban Design

The developer must ensure that:

- a) No water containing oil, foam, grease, scum or litter will be discharged to the stormwater drainage system from the site;
- b) All stored wastes are kept in designated areas or covered containers that prevent escape into the stormwater system;
- c) The amount of mud, dirt, sand, soil, clay or stones deposited by vehicles on the abutting roads is minimised when vehicles are leaving the site.
- d) No mud, dirt, sand, soil, clay or stones are washed into, or are allowed to enter the stormwater drainage system;
- e) The site is developed and managed to minimise the risks of stormwater pollution through the contamination of run-off by chemicals, sediments, animal wastes or gross pollutants in accordance with currently accepted best practice.

34. Loading/Unloading





The loading and unloading of goods from vehicles must only be carried out on the subject land within the designated loading bay, as detailed on the endorsed plans, and must be conducted in a manner which does not cause any interference with the circulation and parking of vehicles on the land to the satisfaction of the Responsible Authority.

35. Privacy Screens must be installed

Privacy screens as required in accordance with the endorsed plans must be installed prior to occupation of the building and thereafter maintained to the satisfaction of the Responsible Authority.

36. Number of Dwellings

Without the further written consent of the Responsible Authority, no more than 158 dwellings may be constructed on the land.

New Permit Note

Include the following new notes on the permit:

Public Transport Victoria Notes

- Should the development be constructed at the same time as the Metro Tunnel (in this area), communication between the developer and Melbourne Metro Rail Authority is critical to coordinate the logistics of managing construction traffic, maintaining local road access and other relevant construction related activities for both projects and to ensure accurate measurement and appropriate management of ground movement and effects on existing buildings.
- The subject site is within an area proposed to be covered by schedule 67 to the Design and Development Overlay as exhibited under draft Amendment CG45. Please contact Noel Treacy at the MMRA on 90275511 or noel.treacy@melbournemetro.vic.gov.au when as-constructed details of the building's footings, and if piled, the piling records are available to ensure they are considered as part of the detailed design of Melbourne Metro.
- Separate Consent may be required from VicRoads under the Road Management Act 2004 and Building Act 1993 for all buildings and works undertaken outside the title boundary within a Road Zone Category 1 (i.e. St Kilda Road).

A vote was taken and the MOTION was CARRIED unanimously.



8.6 MARCH 2017 DELEGATE REPORT

Purpose

To present the meeting with a summary of all Planning Permits issued under Delegation.

Moved Crs Gross/Baxter

That Council:

- 2.1 That Council receive and note the March 2017 report (Attachment I) regarding the summary of all Planning Decisions issued in accordance with the Schedule of Delegation made under Section 98 of the Local Government Act 1989 and Section 188 of the Planning & Environment Act 1987 adopted by Council on 24 July 1996 and as amended, for the Port Phillip Planning Scheme.

A vote was taken and the MOTION was CARRIED unanimously.



9. NO TICES OF MOTION

Item 9.1

Moved Crs Copsey/Gross

That Council:

1. Notes with approval the Victorian Government's announcement on 13 October 2016, to support growing rates of cycling and walking in Victoria with the launch of Active Transport Victoria (ATV), and specifically, the prioritisation and investment in infrastructure to keep cyclists and pedestrians safe through the \$100 million Safer Cyclists and Pedestrians Fund;
2. Notes the commitment of the newly established ATV to "work with local Councils and communities to better coordinate the planning of infrastructure and ensure projects are built where they are needed most and delivered on time";
3. Notes that the increasing rates of cycling and pedestrian travel in the City of Port Phillip contributes to improved population health outcomes, a more efficient transport network and reduced congestion, and decreased carbon emissions, but that without an investment in infrastructure that separates cyclists and pedestrians from motor traffic there is an increased risk of injury and casualties to the most vulnerable road-users;
4. Notes the work in the City of Port Phillip over many years to develop leading bike and walk plans and infrastructure and to promote active transport links across municipal boundaries, and particularly notes the contribution of community groups such as the Port Phillip Bicycle Users Group to the advancement of these strategies;
5. Highlights that Council's Walk Plan and Bike Plan, adopted in 2011, have resulted in approximately \$5.22M in capital works already invested by Council, complemented by over \$1M from the TAC Black Spot Programme and Bayside Council; and
6. Requests that the Mayor and Chief Executive Officer urgently seek a meeting with the Minister for Transport to ascertain what funding will be available from the promised Safer Cyclists and Pedestrian Fund to support projects ready to proceed in the 2017/18 Financial Year.

A vote was taken and the MOTION was CARRIED unanimously.



10. REPORTS BY COUNCILLOR DELEGATES

Cr Gross reported that he would be attending the Municipal Association of Victoria State Council meeting with several resolutions on the agenda from Port Phillip City Council.

Cr Copsey reported that there had been a committee meeting of the Cultural Development Fund which would be reviewing applications for grants towards artistic and cultural projects.



II. URGENT BUSINESS

Nil.



12. CONFIDENTIAL MATTERS

Nil.

As there was no further business the meeting closed at 8.35pm.

Confirmed: 17 May 2017

Chairperson _____