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AGENDA

Council Meeting to be held
at Darebin Civic Centre,
350 High Street Preston
on Monday, 3 April 2017
at 6.00 pm.

Public question time will
commence shortly after 6.00 pm.



ACKNOWLEDGEMENT OF DAREBIN'S ABORIGINAL AND TORRES STRAIT ISLANDER COMMUNITY

**(Council adopted this Acknowledgment on 1 July 2013 in order
to confirm the commitment of Council to the process of
Reconciliation)**

Darebin City Council acknowledges the Wurundjeri people and the Kulin Nations as the traditional landowners and the historical and contemporary custodians of the land on which the City of Darebin and surrounding municipalities are located.

Council recognises, and pays tribute to, the diversity of Darebin's Aboriginal and Torres Strait Islander community, valuing the unique and important role Aboriginal and Torres Strait Islander community members play in progressing reconciliation, respect and the building of mutual understanding across the City, amongst its people, and in the achievement of shared aspirations. Council recognises and pays tribute to, and celebrates, Darebin's long standing Aboriginal and Torres Strait Islander culture and heritage.



Italian

Questo è l'ordine del giorno della riunione del Consiglio Comunale di Darebin per la data che compare sulla prima pagina di questo documento. Se desiderate informazioni in lingua italiana sugli argomenti dell'ordine del giorno, siete pregati di chiamare la Linea Telefonica Multilingue del Comune al 8470 8888.

Greek

Αυτή είναι η ημερήσια διάταξη για τη συνεδρίαση του Δημοτικού Συμβουλίου Darebin, για την ημερομηνία που φαίνεται στο εξώφυλλο αυτού του εγγράφου. Αν θα θέλατε πληροφορίες στα Ελληνικά σχετικά με τα θέματα σ' αυτή την ημερήσια διάταξη, παρακαλούμε καλέστε την Πολυγλωσσική Τηλεφωνική Γραμμή του Δήμου στον αριθμό 8470 8888.

Chinese

這是一份戴瑞濱市議會議程表，其開會日期顯示於此文件之封面。如果您欲索取有關此議程表的中文資料，敬請致電 8470 8888 聯絡市議會的多語種電話專線。

Arabic

هذا هو جدول أعمال اجتماع مجلس بلدية داربيبن والذي سيحدد في التاريخ الوارد في الصفحة الأولى من هذه الوثيقة. إذا أردت الحصول على مزيد من المعلومات في اللغة العربية حول المواضيع المذكورة في جدول الأعمال، فيرجى الاتصال برقم هاتف البلدية المتعدد اللغات
8470 8888

Macedonian

Ова е дневниот ред за состанокот на Општината на Градот Даребин, која ќе биде на датумот покажан на предната корица од овој документ. Ако Вие сакате некои информации на Македонски јазик, за предметите на овој дневен ред, Ве молиме повикајте ја Општинската Повеќејазична Телефонска Линија на 8470 8888.

Vietnamese

Đây là nghị trình cho cuộc họp của Hội đồng Thành phố Darebin; ngày họp có ghi ở trang bìa tài liệu này. Muốn biết thêm về chương trình nghị sự bằng Việt ngữ, xin gọi cho Đường dây Điện thoại Đa Ngôn ngữ của Hội đồng Thành phố qua số 8470 8888.

Bosnian

Ovo je dnevni red za sastanak Gradske općine Darebin čiji je datum održavanja naznačen na prvoj strani ovog dokumenta. Ako želite više informacija o tačkama ovog dnevnog reda na bosanskom jeziku, molimo nazovite općinsku višjejezičnu telefonsku službu na 8470 8888.

Croatian

Ovo je dnevni red sastanka u Darebin City Council za dan koji je naveden na prednjem ovitku ovog dokumenta. Ako želite informacije o tačkama ovog dnevnog reda na hrvatskom jeziku, molimo da nazovete Council Multilingual Telephone Line (Višjejezičnu telefonsku liniju) na 8470 8888.

Portuguese

Esta é a pauta para a reunião da Câmara Municipal de Darebin a ser realizada na data que consta na capa deste documento. Se você deseja informação em Português sobre os itens desta pauta, por favor ligue para a Linha Telefônica Multilíngue da Câmara no 8470 8888.

Serbian

Ово је дневни ред за састанак Darebin City Council-а (Градско веће Darebin) који ће се одржати на дан који је наведен на насловној страни овог документа. Ако желите информације на српском о тачкама дневног реда, молимо вас да назовете Council Multilingual Telephone Line (Вишејезичку телефонску линију Већа), на 8470 8888.

Somali

Kuwani waa qodobada shirka lagaga wada hadli doono ee Degmada Degaanka Darebin ee taariikhda lagu xusey boga ugu sareeya ee qoraalkan. Haddii aad doonysid wararka ku saabsan qodobadan oo ku qoran Af-Somali, fadlan ka wac Khadka Taleefanka Afafka ee Golaha oo ah 8470 8888.

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Agenda

1. MEMBERSHIP

Cr. Kim Le Cerf (Mayor) (Chairperson)

Cr. Steph Amir

Cr. Gaetano Greco (Deputy Mayor)

Cr. Tim Laurence

Cr. Trent McCarthy

Cr. Lina Messina

Cr. Susanne Newton

Cr. Susan Rennie

Cr. Julie Williams

2. APOLOGIES

3. DISCLOSURES OF CONFLICTS OF INTEREST

4. CONFIRMATION OF THE MINUTES OF COUNCIL MEETINGS

Recommendation

That the Minutes of the Ordinary Meeting of Council held on 20 March 2017 be confirmed as a correct record of business transacted.

5. QUESTION AND SUBMISSION TIME

Members of the public can participate in ordinary Council meetings in two ways: they can lodge questions for Council to answer during Question Time or they can make a Comment or Submission prior to a specific item listed on the Agenda.

HOW TO LODGE YOUR QUESTION OR REGISTER TO MAKE A COMMENT OR SUBMISSION

Council encourages the early lodgement of Questions, to enable preparation of a considered response, and early registration if you wish to make a Comment or Submission. These may be done in the following ways:

1. Electronic Lodgement

- By sending an email to Q&S@darebin.vic.gov.au; or
- By logging onto Council's website at www.darebin.vic.gov.au/questionsandsubmissions.

2. In Person Lodgement:

- At the Preston Customer Service Centre by 3pm on the day of the Council meeting;
- By printing completed Questions and Submissions Form and delivering it to 274 Gower Street Preston, 3072 by 3pm on the day of the meeting; or
- With a Council Officer between 5.45pm and 6pm on the day of the meeting at Council Chambers.

The lodgement of a question or registration to make a comment or submission should include the name, address and contact telephone number of the individual and, in the case of a submission, the agenda item to which he or she wishes to speak to. This will allow Council officers to follow up your Question, if required, and to inform the Chairperson of any registered person wishing to make a Comment or Submission in relation to specific agenda items.

Residents do not need to attend the meeting for a question to be answered. Council meetings can be viewed at the [Watch Council and Planning Committee meetings page](#).

The Agenda for each meeting is available for viewing on Council's website at the [Meeting Agendas and Minutes page](#) by 5pm, up to 6 days prior to the date of the meeting. Copies are also available at Customer Service centres and libraries.

Further information about Question and Submission Time can be found at www.darebin.vic.gov.au/questionsandsubmissions.

6. CONSIDERATION OF REPORTS

6.1 TECHNICAL AND PRE-FEASIBILITY STUDY - BELL STREET LEVEL CROSSING REMOVAL

Author: Manager City Design and Strategic Planning

Reviewed By: Director City Futures and Assets

Report Background

In January 2016, following more than five years of advocacy by Darebin City Council, the Victorian State Government committed to removing (among others) the level crossing at Bell Street Preston.

This commitment is a significant investment in Darebin that will deliver substantial transport benefits to our city, and presents the opportunity to stimulate significant community outcomes, private sector investment, business growth and employment.

Following the State Government's announcement, Council identified a need to fully understand what the project involved and how Council could respond to help maximise the long-term community benefits in Darebin. Investment of this magnitude is rare, so the main focus of this work was investigating what further benefits we could advocate for on behalf of our community.

The essential questions Council sought to answer were:

1. What else can be achieved through these grade separation works to ensure our community gets the most out of this state-led investment in Darebin?
2. How can we ensure our community gets an outcome that lasts for generations to come?

Considering the questions above, Council proactively sought independent expert analysis to identify and understand the feasible engineering options to remove the Bell Street level crossing removal, and to investigate what other works could be undertaken at the same time, such as associated urban renewal projects in Preston. The analysis also sought to understand the practicalities of removing the Cramer Street and Murray Road level crossings at the same time, rather than separately. The analysis report is presented as **Appendix A**.

It is clear that an expanded project to remove four busy, consecutive level crossings in Preston would yield greater long-term transport and community benefits than removing only one.

This report provides a summary of the technical and financial feasibility work undertaken to inform Council about the project and potential opportunities to maximise community benefits in Darebin as a result of grade separations.

Council anticipates that this work can and will be used by the Level Crossing Removal Authority (LXRA) throughout their community consultation process to help build community understanding and enable Darebin citizens to provide informed feedback on the project to the State Government.

It is important to note that this technical study was proactively commissioned by Council to help with its own understanding of grade separations, and with a clear purpose of informing Council regarding what action could be taken to ensure the maximum community outcomes are achieved on these intergenerational infrastructure projects.

Council's role on these projects is as a stakeholder, and not decision maker. Therefore, being fully informed was vital for Council to be able to successfully advocate for sustainable community outcomes.

Previous Council Resolution

This matter is not the subject of a previous Council resolution.

Previous Briefing(s)

Briefings to Councillors throughout 2016 as part of the project development

Council Plan Goal/Endorsed Strategy

1. Promote an innovative, vibrant and thriving economy with physical infrastructure that is both well maintained and appropriately regulated.
2. Develop a strong physical, social and economic environment that supports and enhances the health and well-being of all Darebin residents.

Summary

The State Government's announcement to remove four level crossings in Darebin in 2018 presents a once-in-a-generation State investment in Darebin.

These projects are an opportunity to realise significant broader investment, business growth and improved private and public transport outcomes and to enhance associated public realm and open space for our community. The four level crossings the State Government has committed to removing in Darebin are: Grange Road (Alphington), Bell Street (Preston) which includes Oakover Road and High Street (Reservoir).

This report (and attached analysis report as **Appendix A**) considers the practical options available for removing level crossings on the Preston section of the South Morang line, demonstrating that a realistic opportunity exists to remove not just the Bell Street level crossing (including Oakover Road) but also the Cramer Street and Murray Road crossings at the same time.

This report does not consider the Grange Road or High Street level crossing removals, acknowledging that they are separate projects.

This report recognises:

1. The demonstrated need to remove level crossings at Cramer Street and Murray Road to reinvigorate, activate and improve accessibility through the Preston central precinct and deliver a reliable public transport network.
2. The significant and long-term community benefits that can be achieved by removing these additional level crossings, including improved connectivity; opportunities for increased open space; new walking and cycling paths that are integrated with public transport networks; and removal of the barrier the existing rail line presents between east and west Preston.
3. Council's strong support for a package of works to remove level crossings at Bell Street (including Oakover Road), Cramer Street and Murray Road.
4. That the only way to feasibly remove all four level crossings, now or in the future, is through a rail over solution. A rail under solution would be an open trench which does not provide long-term benefits as shown in Table 2, and precludes the grade separation of Murray Road and Cramer Street.

The opportunity to provide factual information to our community so that they can about grade separation projects proposed for Darebin.

To do this, Council calls for a commitment from the State Government to confirm that the only way to future proof the grade separation of Cramer Street and Murray Road is to construct a rail over option for Bell Street.

5. In summary, Council's own thorough feasibility study presents a compelling case for undertaking four level crossing removals in Preston at the same time, using a rail-over solution to deliver maximum long-term community benefits.

Recommendation

That Council:

- (1) Welcomes and commends the Victorian Government for its commitment to remove level crossings at Grange Road (Alphington), Bell Street (Preston) and High Street (Reservoir) through grade separation.
- (2) Confirms its strong support for these grade separations, and notes that it undertook its own research to determine what else could be done to maximise the positive outcomes for our community.
- (3) Recognises that transport infrastructure must be planned and built in the public interest, with transparent, evidence-based, accountable and participatory planning processes.
- (4) Notes that grade separation projects are intergenerational projects that must meet the needs of existing and future communities.
- (5) Notes that it has a stakeholder and advisory role in these projects only, and that the removal of level crossings is a State Government led project.
- (6) Notes the high need to remove level crossings at Bell Street, Cramer Street and Murray Road for our community.
- (7) Strongly supports the delivery of a package of works to remove level crossings at Bell Street (including Oakover Road), Cramer Street and Murray Road in order to maximise the benefits of the government's project and to avoid significant waste, increased cost and community disruption that would result from removing additional crossings at a later date.
- (8) Recognises that the only way to feasibly remove all four level crossings now or in the future is through a rail-over solution.
- (9) Writes to and requests the Level Crossing Removal Authority to include Cramer Street and Murray Road as part of any future community consultation process and use the information contained in this report to inform the community, enabling them to actively participate in transport infrastructure planning.
- (10) Writes to and formally requests the Minister for Transport to instruct the Level Crossing Removal Authority to include level crossing removals at Cramer Street and Murray Road as part of the Bell Street package of work.
- (11) Informs the Minister for Transport and other Ministers of Council's:
 - a) Willingness to work in partnership with the State Government to deliver maximum community outcomes from the grade separations in Preston; and
 - b) Desire to own and undertake open space management for all open and public spaces that arise from these works between Oakover Road and Murray Road, Preston. This includes, but is not limited to, the creation and activation of public space and east-west connections to Ray Bramham Gardens from the east (between Oakover Road and Bell Street) and between Mary Street and Arthur/Edith Streets, north of Bell Street.

Introduction

Following the announcement of the grade separation project for Bell Street, Council commissioned a technical report to investigate a range of level crossing removal options. This technical report has enabled Council to gain an informed view of the project and to understand the options available for crossing removal at Bell Street.

It has also enabled Council to understand the options for removing level crossings at Cramer Street and Murray Road, either as part of the Bell Street package of works (which includes Oakover Road) or at a future point in time.

The technical and financial feasibility report (**Appendix A**) provides a compelling case for grade separation at both Cramer Street and Murray Road in addition to the Bell Street level crossing. Removing four consecutive level crossings in Preston will maximise community benefits and increase efficiency along the South Morang line.

The opportunity to bundle these additional level crossing removals with Bell Street takes advantage of the short distance between Cramer Street and Bell Street (800m), and future-proofs Preston Central by enhancing connectivity and opportunities for urban renewal, regenerating the public realm and improving community safety and movement across the precinct.

Initial feedback from the community through the LXRA's first consultation phase at Bell Street highlighted a strong community desire for grade separation at Cramer Street and Murray Road. However community feedback demonstrated a limited understanding of viable options, with a lot of commentary focused on options that are not physically practical, or are beyond the financial reach of the government. This highlights the need for clear, open and evidence-based communication during the next round of LXRA consultation. All construction options should be fully explored to ensure that our community knows what is realistically achievable within the government's scope of work, and which options provide the longest term benefit for the community.

In June 2016, Council recognised the transformational opportunities that this project presents, and adopted the Urban Design Principle Reports for Bell Street, Grange Road, Alphington and High Street, Reservoir. The purpose of the Urban Design Principle Reports was:

1. To develop a Council position on the desired urban design outcomes for the projects, including maximising community benefits and delivering exemplary urban design outcomes;
2. To ensure a consistent message to the State Government in terms of Council's expectations of the projects and to inform Council's future negotiations with the State Government;
3. To provide a benchmark to the State Government for the preparation of design responses which design proposals can be evaluated against; and
4. To guide Council's decision for determining the most beneficial outcome for the community.

These principles, coupled with the technical assessment outlined in this report, have informed Council's position regarding the preferred delivery option for grade separations in Preston.

Location map

Figure 1 below illustrates the short distance of 800m between Bell Street and Murray Road.

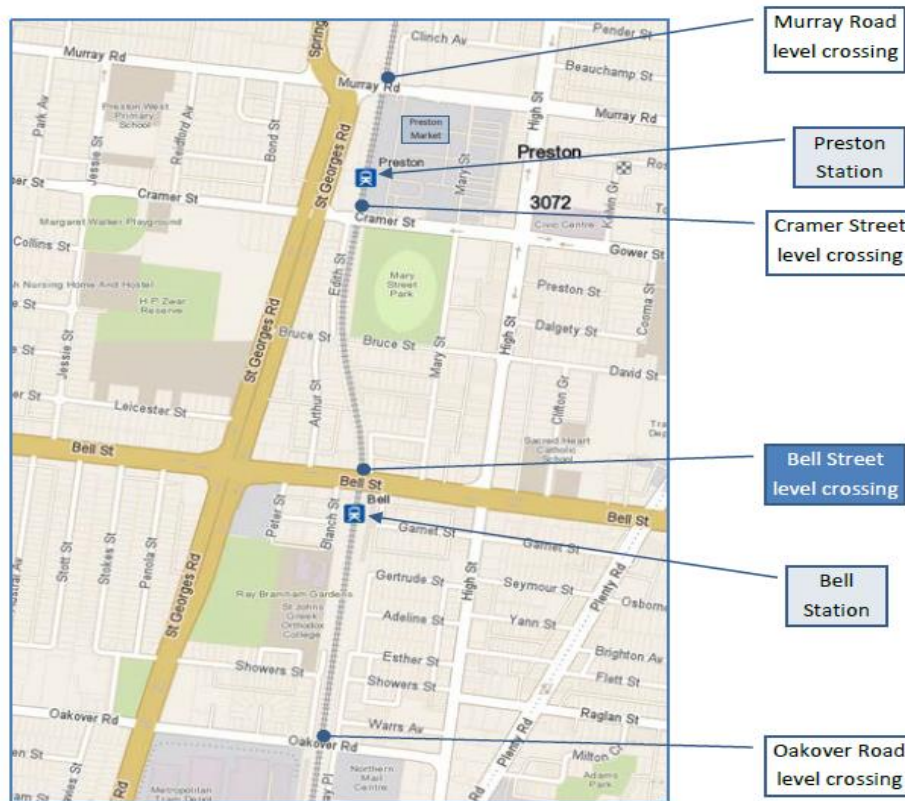


Figure 1: Location map

Issues and Discussion

Why remove Cramer Street and Murray Road crossings?

- Murray Road and Cramer Street have been identified in the ALCAM risk score as the 25th and 59th most dangerous level crossings in Victoria;
- The existing level crossings currently disrupt approximately 10,000 and 18,000 vehicles a day that cross at Cramer Street and Murray Road respectively, adding significant delays to travel times;
- Murray Road currently supports a number of bus services (including a Smartbus service) and the level crossing has a significant impact on their efficiency;
- During peak periods, boom gates at these level crossings can be closed for more than 20 minutes an hour;
- Over the coming 20 years Public Transport Victoria predicts that services on the South Morang line will increase by over 100% with train services increasing from 178 services per day to 292;
- Over the coming 20 years, it is predicted that an 80% increase in traffic demand will be experienced across the Darebin road network;
- The current and worsening congestion is eroding productivity and competitiveness of local business and diminishes the liveability of our municipality;

- Removing these additional crossings will provide significant improvements to east-west motor vehicle (private vehicle and bus services), cyclist and pedestrian movements through Preston;
- Future risks of level crossing related casualties at Cramer Street and Murray Road will be eliminated;
- Pedestrian amenity and safety through the precinct will be improved;
- The project is an opportunity to rejuvenate the Preston Central Precinct and fast track the realisation of a thriving Preston Central;
- There is opportunity to connect and create additional open and public spaces within the core of Preston Central once the crossings are removed. This is estimated to be a conservative 35,000 square metres of additional open space (equivalent to two MCGs);
- Improved connections are needed to support anticipated growth in the La Trobe National Employment Cluster and the northern growth corridor;
- There is enhanced opportunity to integrate nearby land uses, particularly where adjacent to an activity centre;
- There is increased scope for intermodal and interchange opportunities;
- The number of train services along the line can be increased;
- Safety and surveillance can be improved through strong urban design improvements around station precincts; and
- Less disruption and more efficient if constructed jointly with Bell Street level crossing removal.

These opportunities are supported by Council's adopted Urban Design Principles (June 2016).

Why commission a study given the project is not Council's responsibility?

Council has a role in advocating for optimal, long-term community outcomes for Darebin. It therefore has an inherent responsibility to look at what evidence based opportunities there are to maximise community benefit from large-scale government investment in the municipality. This was the focus of the work commissioned by Council.

The technical feasibility report has informed Council that there are some real challenges in completing the Bell Street level crossing removal independently of Cramer Street and Murray Road. In fact, designing these projects independently of each other jeopardises the potential to remove the crossings at Murray Road and Cramer Street in future.

At best, there is the likelihood that millions of dollars of existing construction works and raw materials would have to be removed from the Bell Street trench or bridge (whichever is constructed) once work is commenced for the Cramer / Murray level crossing removal at some time in the future. Given the physical and financial difficulties of extending either a rail bridge or a trenched rail option sometime in the future, after the level crossing is removed at Bell Street, it is therefore logical that Murray Road and Cramer Street be built concurrently.

Council's feasibility report has independently established the financial and technical merit of removing additional level crossings in Preston, which is vital to advocating a strong position to government for their removal.

Raylink Consulting was engaged to prepare the Technical and Pre-Feasibility Study (the 'report' – **Appendix A**) to assess the feasibility and implications of elevated and lowered rail for grade separation solutions along the South Morang corridor with exploration and detailing of engineering issues, topographical constraints and cost implications of different grade separation scenarios. Knowledge gained from this report will assist Council in supporting any LXRA led consultation process.

Initially, the report explored a total of twelve grade separation scenarios along the entire South Morang line, including comparison costs for bundling additional separations, and the preparation of conceptual layout plans and longitudinal sections, completed to ascertain the most technically feasible scenario with the broadest community benefits. To confirm the validity of the technical findings and cost estimates, the Level Crossing Removal Authority (LXRA) has reviewed the assumptions of the report.

What were the findings of the report?

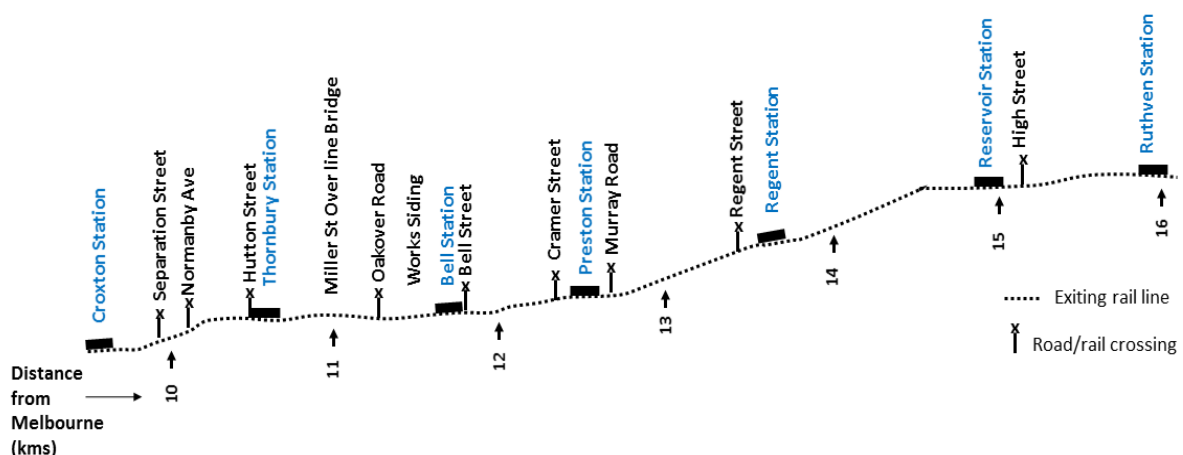
The report considered the following:

- An investigation of both rail under (open trench) and rail over (elevated rail bridge) solutions;
- The cost effectiveness of the possible solutions;
- Solutions that provided the least disruption to the rail-line during construction;
- Options that carry the lowest hydrological and geological risk concerns;
- The gradient of the rail line;
- Options that facilitated land for redevelopment and community use;
- Options that delivered positive community benefits; and
- That tunnel or cut and cover options were ruled out as they are not financially viable.

It is important to note that a 'rail tunnel' is cost prohibitive.

The study identified that the existing topography of the area, as shown in Figure 2 has the greatest influence over how grade separations can be delivered.

FIGURE 2: Existing Gradients



As a result of the existing topography, there are only two feasible options available for removing the Bell Street level crossing, these being:

1. Elevating the rail over Bell Street with a rail bridge.
2. Lowering the rail under Bell Street in an open trench.

Raising or lowering Bell Street (the road) has been ruled out as an option by the LXRA.

The technical report also identifies that all options would need to include the removal of the Oakover Road level crossing given its close proximity to Bell Street, and the gradients that trains need to operate within dictate that this crossing would need to be part of the Bell St works by default.

The following provides a summary of the report findings, and highlights some of the key considerations, outcomes and costs for each.

A rail under solution (open trench)

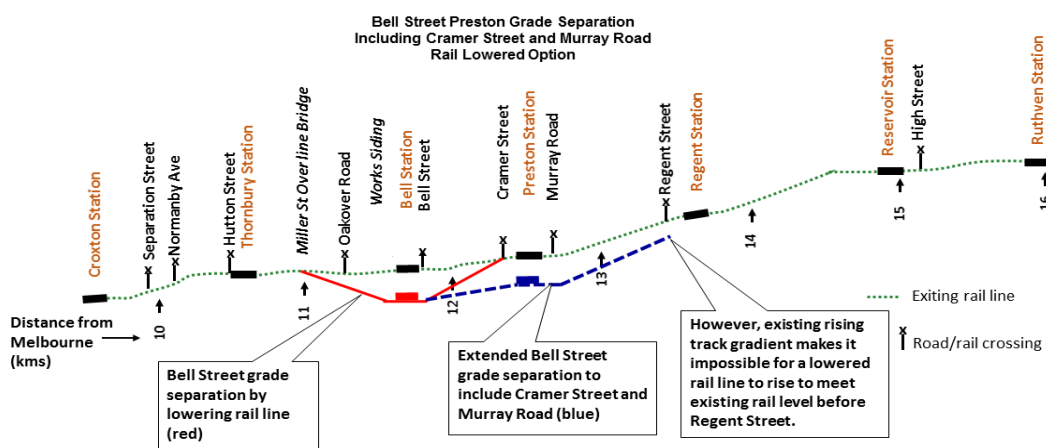
The technical report identifies that it is possible to remove the level crossing at Bell Street by undergrounding the railway line as shown in Figure 3.

However, as illustrated in Figure 3, this option would effectively preclude the ability to grade separate Cramer Street and Murray Road as part of the current project or at any time in the future. This is because trains require a relatively shallow gradient to operate (1 in 50m slope), which means a trench option would not surface until after Reservoir station.

The cost to deliver this project would be in the order of \$204M. The additional cost to underground the rail below Cramer Street and Murray Road would be in the order of \$725M as a trench, and would need to be constructed through to Ruthven Station due to the natural topography of the land.

The report therefore concludes that a rail under solution for Bell Street compromises the ability to achieve the grade separation of Cramer Street and Murray Road.

FIGURE 3: Lowered rail through Bell, Murray and Cramer Street



An above ground solution to Bell Street only (elevated rail bridge)

The technical report identifies that it is possible to grade separate Bell Street in isolation of Cramer Street and Murray Road as shown in Figure 4.

This option would allow for a future grade separation of Cramer Street and Murray Road, however would require significant further disruption and reconstruction of part of the elevated structure if undertaken at a later stage.

The cost to deliver this project in isolation would be in the order of \$135M. To undertake grade separation of Murray Road and Cramer Street at a later date would be at an additional cost of \$155M.

An above-ground package to deliver Bell Street, Cramer Street and Murray Road (elevated rail bridge)

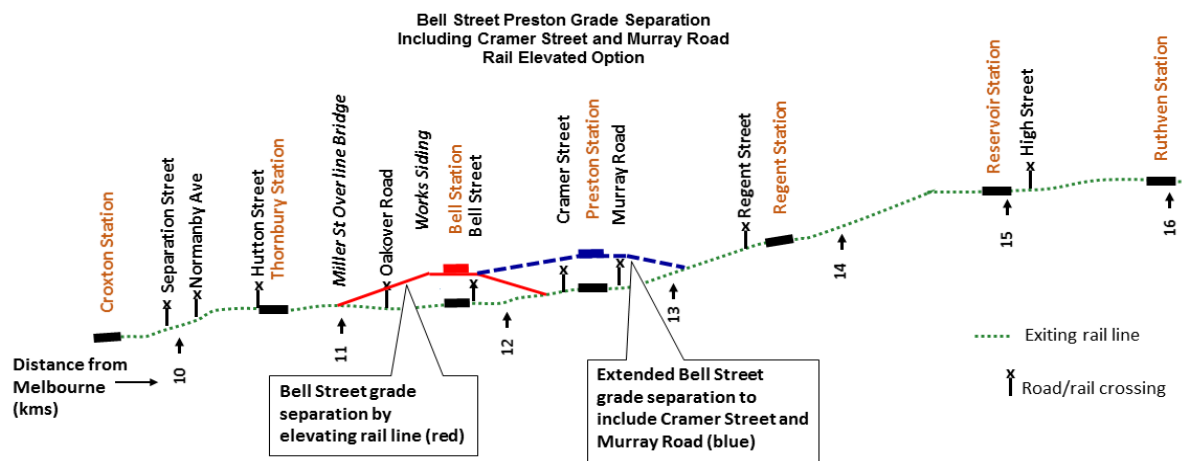
The technical report identifies that the most practical solution is to deliver grade separations of Oakover Road, Bell Street, Cramer Street and Murray Road as a single package of works as shown in Figure 4.

Combining all four crossings into a single package of works, including a new station at Preston has significant cost savings with a total cost in the order of \$247M. This represents a future saving of \$43M when compared to the cost of retrofitting the additional level crossing removals at Cramer Street and Murray Road in the future. This is an addition to the service disruption associated with the disassembly of the rail bridge descent from Bell Station to Cramer Street (as highlighted in Figure 4), which requires removal to make way for the elevated structures over Cramer Street and Murray Road.

This package option would allow the benefits of the additional grade separations to be realised immediately, and would reduce the ongoing and future costs to the community of retaining two high-risk and congested level crossings (Murray and Cramer).

The removal of the crossings as a single package also allows for the planning and delivery of the precinct in a holistic fashion rather than as two separate and more disruptive projects. This would also provide maximised community outcomes, create a significant amount of additional community open space, improve east-west community connections (see Figure 5) and act as a catalyst for the reinvention of central Preston.

FIGURE 4: Elevated rail through Bell, Murray and Cramer Streets



Summary of options

TABLE 1: Options and Costs

<i>Location</i>	<i>Option</i>	<i>Cost (\$M)</i>	<i>+ Cost to deliver Cramer Street and Murray Road (\$M)</i>	<i>Total Cost (\$M)</i>
Bell Street	Rail under solution (open trench)	\$204m	\$500m	\$704m
Bell Street	Rail over solution	\$135m	\$155m	\$290m
Bell Street + Murray Road + Cramer Street	Rail under solution (open trench)		<i>Not viable</i>	
Bell Street + Murray Road + Cramer Street	Rail over solution	\$247m	N/A	\$247m

Decking over lowered rail (covered rail trench)

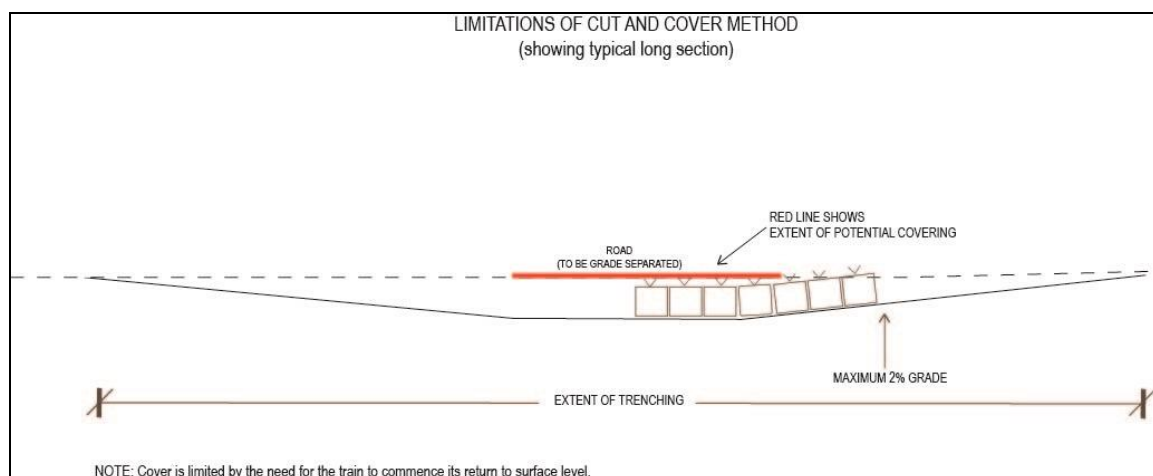
The study has found that the cost of decking over the lowered rail as what is known as a cut and cover option is not financially viable anywhere outside the Melbourne’s Central Business District. This is due to the high cost of these lowered rail solutions.

The cost of decking is a minimum of \$10,000 per square metre (for non-load-bearing decking), and the relatively low land values and low densities surrounding the suburban rail network do not make this a justifiable investment.

It is therefore established that a lowered rail solution, if selected by the LXRA, will be a permanent open trench.

A further issue for a cut and cover option (as shown in Figure 5 below) is that extent of decking that can be achieved proportionate to the length of cutting is limited. This is due to both the clearance requirements for trains within the trench and the need for rail to reascend either side of the road that is grade separated.

FIGURE 5: Limitations of Cut and Cover Method



Community consultation process

Given that this is a state government funded project, the LXRA will be leading the community consultation process. It is important Council and the community understands this, together with the highly technical nature of the works involved, and the need for this to be explained clearly to the community.

Council will achieve more long-term benefit for the community if it works collaboratively with the LXRA and the State Government, to ensure that any community consultation process is meaningful and socially inclusive.

We understand that the LXRA will soon be undertaking community consultation in Darebin on grade separation scenarios of either rail bridge or trench at the government's committed locations of Grange Road Alphington, Bell Street Preston, and High Street Reservoir only. As mentioned, our work has focussed on how we can influence these works for broader and longer term outcomes for our community.

With this, Council strongly encourages the LXRA to include bundled separation scenarios as part of the community consultation process (supported by Council officers where necessary), identifying the intricacies, opportunities and limitations associated with different grade separation scenarios. This will enable our community to fully understand the limited options that are possible, and to then provide feedback to the LXRA.

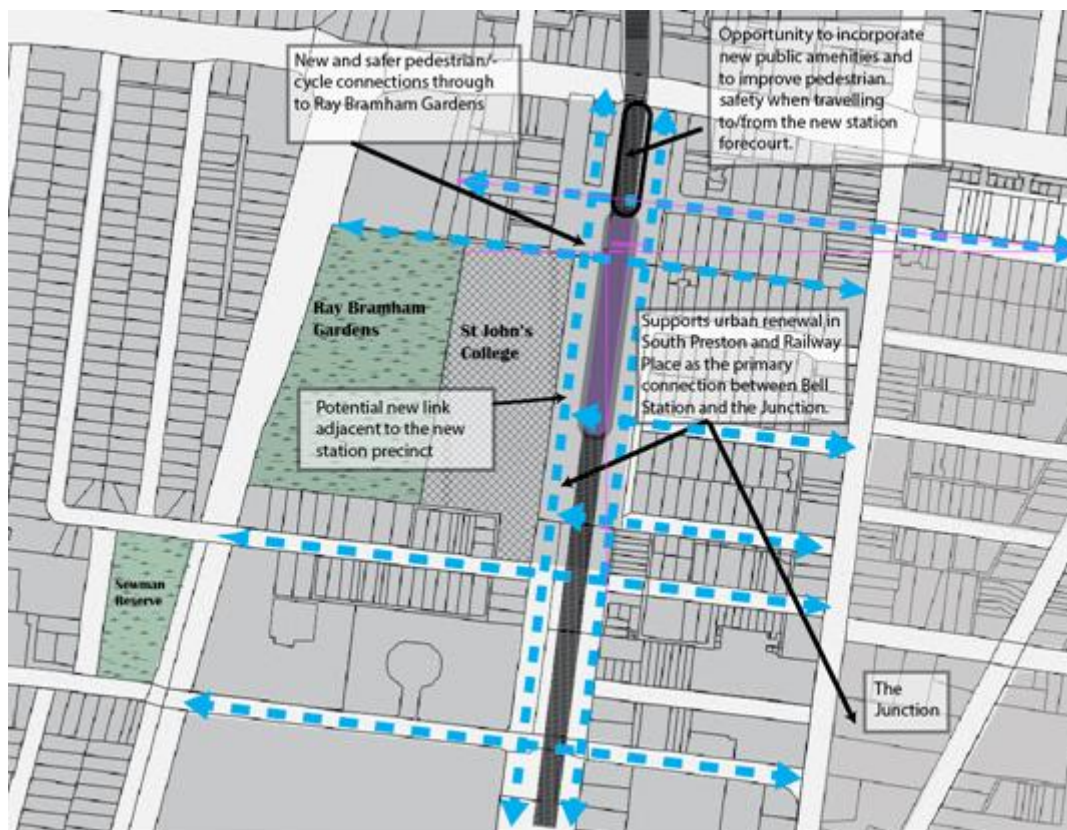
How do the options align with the Urban Design Principles?

At its meeting of 6 June 2016, Council adopted a set of urban design principles to ensure Council can consistently advocate and achieve maximum community benefit. In relation to Bell Street the urban design principles are summarised as follows.

- An emphasis on a new standard for public amenity within the station precinct and surrounds, consistent with the vision outlined in the *Junction Urban Area Master Plan (2014)* and the transition of the area towards a residential/mixed-use neighbourhood;
- Support renewal in South Preston and the Junction precinct through the creation of a distinctive, legible and high quality station precinct and surrounds;
- Ensure improvements to the safety and surveillance of Bell Station and pedestrian linkages to and from the Station;
- Cater for anticipated increase in patronage at Bell Station and ensure new station building and precinct is future-proofed for this growth; and
- Consider the introduction of new uses through the station redevelopment including convenience retail and night time uses such as residential uses to improve passive surveillance and perceptions of safety.

For example, a clear benefit for the community with the Bell Street Level Crossing Removal is the ability to incorporate safer pedestrian links through to Ray Bramham Gardens and the Darebin Arts and Entertainment Centre and from Bell Station to the core of the Junction area, as illustrated below in Figure 6 below.

FIGURE 6 – Example East-West Connection Creation Bell Station / Ray Bramham Gardens



Similar connections and open space generation can be achieved north of Bell Street, through to Murray Road which incorporates the Preston market, shopping precinct, sporting facilities and the civic centre with community support facilities. The improvements to the public realm are considered to be significant in scope and scale in this area. Importantly, the extension of the Bell Street grade separations through to Murray Road will transform the public realm and community spaces in central Darebin for residents to enjoy into the future.

Further expanding on community benefit considerations, Council officers have developed a table (shown below) which provides a general overview of the impacts of both lowered and elevated rail.

TABLE 2 Community Benefits of Grade Separation Options

Grade separation should minimise:		Elevated rail	Lowered rail
1	Disruption to existing transport services, noise and construction mess	Green	Red
2	Community division	Green	Red
3	Hydrological problems	Green	Red
4	Environmental damage to habitats	Green	Red
5	Services relocations	Green	Red
6	Noise	Green	Red
7	Light spill	Green	Red
8	Vibration	Green	Red
9	Shadowing and overlooking adjacent properties	Red	Green

Note: Green = positive benefits Red = Negative impacts

Options for Consideration

This report recognises the importance of delivering a package of grade separations that offers an intergenerational opportunity to strengthen and connect the Preston Central area, and that provide optimal community outcomes around the environment, social and community connections, open space provision, alleviation of congestion and creation of an urban environment that our community can benefit from into the future.

Given that this is a State Government project and Council has provided a copy of the report to the relevant agencies, there is no obligation on Council to resolve a preferred delivery option. However, the State Government to date has committed to delivering a single level crossing removal within the Preston precinct at Bell Street. Without a strong advocacy position from Council and our community, there is a significant risk that no further level crossings will be delivered as part of this project.

Financial and Resource Implications

- The budget for current activities for this work comes from the existing 2016/2017 operating budget of Council.
- The current State Government commitment for three grade separations in Darebin is a once-in-a-generation level of State investment, and presents one of the most significant opportunities for value capture in the foreseeable future. This project demands a considerable resource effort to effectively coordinate Council's input, advocacy and engagement with the LXRA. Accordingly, Council's consideration to appropriate resourcing levels to coordinate Council's input and advocacy is crucial to its success.
- Further work and budget expenditure may be required once the scope of these projects is understood as there may be impact on Council's assets or the need to capture opportunity to make improvements to adjoining public areas/infrastructure. This will be determined at a later stage and appropriately considered at that time.
- Future budget allocations will need to be considered as part of the 2017/18 budget (and others) process.

Risk Management

For this project, the following risk issues have been identified.

1. The potential perception from the community and or media that a particular means of grade separation is favoured by Council.
 - To mitigate this, Council must emphasise and demonstrate that it has utilised an evidence-based approach to determine which separation scenarios would deliver the broadest and longest lasting possible transport and community benefits, value capture opportunities, and will advocate accordingly.
 - The study will be made available to the public so that they can fully understand the intricacies, opportunities and limitations associated with different grade separation scenarios; particularly the broader benefits that would be achieved by bundling additional grade separations with the Bell Street project.
 - A series of responses has been prepared by Council's communication department to ensure community and stakeholder questions are answered in a factual and informative way.

2. The potential perception from the community that Council is in a position to either demand and or decide the means of grade separation is not realistic.
 - To mitigate this perception Council must emphasise that this is a State Government led project and that Councils' role is as a stakeholder and advisory only, but where possible Council should seek to strongly and positively influence outcomes that maximise long-term benefits for the community. This will yield much greater benefit for the community than an adversarial approach.

Policy Implications

Economic Development

The following economic outcomes have been identified by this project:

- The grade separations represent an initial investment of around \$450M within the municipality.
- The grade separations are likely to have a range of significant and positive flow on economic benefits for the municipality, facilitating improved economic productivity, and leading to significant public realm improvements.

Environmental Sustainability

The grade separations are expected to present a range of possible positive impacts and improvements for environmental sustainability, dependent on which separation scenario is selected. Improvements will include:

- Improvements to pedestrian and cyclist mobility. Allowing for potential improvements to bike path links connecting to Melbourne CBD, and reduced safety risk profiles due to the separation of rail and other commuter modes.
- Facilitate the expansion and improvement of public transport services along the South Morang and Hurstbridge lines.
- Reduced carbon emissions by both reducing congestion, and encouraging a modal shift to more sustainable modes of travel.
- Significant opportunity for new open spaces and landscaping treatments; primarily associated with elevated rail solutions. This presents a significant opportunity for increased open space provision through Preston and surrounds, which can amount to a conservative estimate of an additional 35,000 square metres of open space for Darebin (equivalent to two MCGs).
- Facilitate additional transit oriented development. This presents opportunities to maximise ESD outcomes and sustainable solutions to future development along the rail corridor.
- Geological risks and costly flood mitigation measures for rail lowered separation scenarios along the South Morang Corridor.

Human Rights, Equity and Inclusion

There are no factors in this report which impact on human rights, equity and inclusion.

Other

There are no other factors which impact on this report.

Future Actions

- Officers will continue to engage with the LXRA and key stakeholders to ensure the views of Council, the community and landholders are considered in their plans and activities.
- Officers will report back to Council by end of financial year on the progress of Council's continued engagement and advocacy, and forthcoming community consultation activities.

Consultation and Advocacy

Internal Consultation:

- Public Places
- Transport Management
- Community Development
- Economic Development
- City Development
- Communication & Marketing
- Community Safety and Wellbeing
- Strategic Assets and Property

External Consultation:

- Level Crossing Removal Authority (LXRA)
- Public Transport Victoria (PTV)
- VicRoads
- VicTrack

Related Documents

- Council Minutes - 7 December 2015 and 4 April 2016

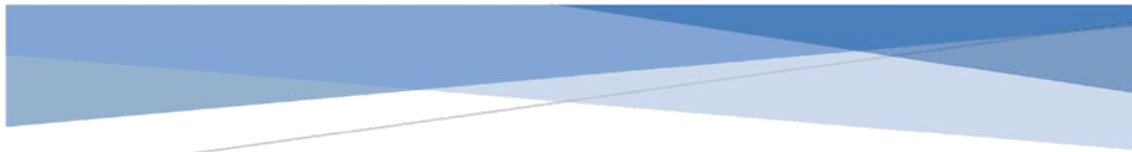
Attachments

- Technical and Pre-feasibility Study - Bell Street Level Crossing Removal (**Appendix A**)
[↓](#)

Disclosure of Interest

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

The Officer reviewing this report, having made enquiries with relevant members of staff, reports that no disclosable interests have been raised in relation to this report.



TECHNICAL AND PRE-FEASIBILITY STUDY

Preston Level Crossing Grade Separations



By Raylink Consulting, John Hearsch Consulting and
Rail Asset Partnership

March 2017

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Glossary

ALCAM – an Australian modelling system used to assess the relative risk potential of level crossings

Chainage – an arbitrary accumulative distance measurement

Clifton Hill group – rail lines extending from the Melbourne CBD to Hurstbridge and South Morang

Council – the City of Darebin

Cut and cover tunnel – as distinct from an underground tunnel, a cut and cover is a trench excavation with retaining walls which then has a deck installed over the top to create a tunnel

Down direction – the direction facing away from Melbourne (or for trains heading from Melbourne)

Down end – the end of a station or facility furthest from Melbourne

Electric sub-station – a facility for supplying power to the railway for the powering electric trains

Grade separation – replacement of level crossings with fully separated road and rail alignments

Gradient – the vertical alignment of a road or railway where it is not level

Headways – intervals between successive trains running in the same direction

High capacity signalling – railway technology that allows trains to safely run at closer intervals

Host station – a station that is only staffed on a part time basis – usually for the AM peak period only

Level crossing – an intersection at grade between a road and a railway

LXRA – Level Crossing Removal Authority – a State body set up to manage level crossing removal

MTM – Metro Trains Melbourne – operator of Melbourne’s metropolitan rail services

Off-line construction – works that can mainly be undertaken while trains continue to operate

On-line construction – works that can only be undertaken while train services are disrupted

ONRSR – Office of the National Rail Safety Regulator

Premium station – a station that is staffed at all times that trains are running

PTV – Public Transport Victoria – a State body responsible for all public transport coordination

Track possession – a safety system for ensuring that trains cannot enter active work sites

Turn back – a facility that allows a train to terminate its journey and return in the opposite direction

Unit cost – the cost of any single item

Up direction – the direction facing towards Melbourne (or for trains heading towards Melbourne)

Up end – the end of a station or facility nearest to Melbourne

Utility services – services such as electricity, gas, telecommunications and water

Value capture – a portion of increased property values accruing to Government or others

VicTrack – a State Government authority which owns all railway property within Victoria

Executive Summary

The Victorian Government has commenced planning work on the removal of three level crossings in the City of Darebin as part of its level crossing removal program. Two of these crossings, Bell Street Preston and High Street Reservoir are on the South Morang rail line.

Darebin City Council ('the Council') supports these grade separations and has commenced a process aimed at identifying the most beneficial and technically feasible configuration these two grade separations should take to optimise urban renewal and integrate with the areas in Preston and Reservoir adjacent to the rail line.

The Council engaged Raylink Consulting to undertake a technical pre-feasibility study ('the study') to assess the feasibility and implications of elevated and lowered rail grade separation solutions at Bell Street. The study also examined potential benefits of adding grade separations in addition to those already planned at Bell Street by extending the minimum length of the planned grade separation.

This report provides high-level technical information to Council to assist in identifying the most realistic and optimal grade separation configuration that are cost effective, least disruptive, carry the lowest hydrological and geological risk concerns and best remove the divisive physical barriers that the current rail line creates through the Preston precinct. The aim is also to assist Council in advocating to government for the implementation of additional grade separations that bring benefit to the areas' community and economic growth.

The study examined a number of grade separation scenarios, some of which are referred to as 'base cases', which are what is considered the basic options for grade separation of Bell Street either using an elevated rail or lowered rail approach. The base cases for Bell Street grade separation are compared to additional grade separation either side of Bell Street along the corridor. As the level crossings in Preston both south and north of Bell Street are in close proximity, the inclusion of additional level crossings may be advantageous and cost effective.

The rail line gradient has dictated what type of grade separation approaches are technically feasible for several of these additional and extended scenarios. Concept layout plans and longitudinal sections were prepared for the scenarios assessed as technically feasible. These plans then provided the basis for preparing itemised cost estimates for each scenario. Cost differences between the two approach methods are notable; lowered rail is significantly costlier than elevated solutions in all scenarios. A summary of the findings is presented in Table 1 below.

Consultation was undertaken during the study with relevant organisations including Public Transport Victoria, both the National and the Victorian Rail Safety regulator groups and VicTrack. Feedback from Level Crossing Removal Authority (LXRA) on initial cost estimates was incorporated into the final cost estimates presented in this report.

Table 1: Cost estimates summary table

Option	Estimated	Comment
	Cost \$million	
Bell Street Preston Rail Elevated - Base Case	\$135 m	Two grade separations: Oakover and Bell Street. Includes grade separation of Oakover Rd due to close proximity to a new Bell Station.
Bell Street Preston Rail Lowered - Base Case	\$204 m	Two grade separations: Oakover and Bell Street. Includes grade separation of Oakover Rd due to close proximity to a new Bell Station.
Oakover Road to Murray Road Rail Elevated – Extended Bell project	\$247 m	Four grade separations: Oakover Rd, Bell Cramer Street and Murray Rd. Includes new Bell and Preston Stations.
Oakover Road to Murray Road Rail Lowered – Extended Bell project	N/A	This option can only occur if the rail is lowered all the way to Reservoir, including High Street.
Hutton Street, Thornbury Rail Lowered	N/A	This option can only occur if rail is lowered at Bell St.
Hutton Street, Thornbury Rail Elevated	N/A	This option is not technically feasible due to steep rail gradient towards Croxton Station.

Note: All estimates include input from LXR

Executive summary recommendations

This report recommends extending the planned grade separation of the Bell Street level crossing further north to include the removal of the level crossings at Cramer Street and Murray Road, and furthermore, these grade separations be accomplished by elevating the railway (as opposed to lowering). This option includes the elevation and rebuild of Bell and Preston stations and requires the grade separation of Oakover Road due to its close proximity to a new Bell Station. Rail elevation is the most cost effective method to achieve transport efficiency in the Preston area; each of the additional crossings at Cramer Street and Murray Road would cost approximately \$56 million; a sum significantly below the average cost of other grade separations in Melbourne. This option would be the least disruptive to existing train services during construction and would not require a costly relocation of an electric substation at Bell Station. Furthermore, utilising an elevated rail solution would reduce geological risks and eliminate the need for costly mitigation measures for the flooding that occurs in the area.

While elevated rail has a visual impact on adjacent housing, innovative design can reduce some of this impact. Other advantages of elevated over lowered rail are outlined in the discussion of this report.

1. Purpose of Report

The Victorian Government is in the process of planning for the removal of 50 level crossings in the Melbourne Metropolitan area over an eight year period. Three level crossings are listed for removal in the Darebin Local Government Area, namely: Bell Street Preston, High Street Reservoir and Grange Road Alphington. The Bell Street Preston and High Street Reservoir crossings are on the South Morang rail line.

Darebin City Council ('the Council') is supportive of these grade separations occurring and has subsequently commenced a planning process aimed at identifying the most beneficial scale and form these rail crossing grade separations should take to stimulate and optimise the potential for urban renewal and integrated urban outcomes along the South Morang rail line.

The Council views these grade separations as catalyst projects, capable of stimulating significant private sector investment, business growth, employment and community benefits. Removal of rail level crossings in the Preston area is the focus of this report.

This technical pre-feasibility study ('the study') assesses the potential for multiple grade separations to occur in addition to the planned separation of the Bell Street Preston crossing on the South Morang rail line. This report assists the Council in identifying the most realistic and optimal outcome for which the Council should plan for the future development of the corridor, and advocate for government to implement.

The study identifies technically viable multiple grade separation options, for both rail under (lowered rail) and rail over (elevated rail) grade separation treatments in the Thornbury-Preston section of the South Morang rail line. The study has prepared high level conceptual plans and grade lines for various scenarios and provided high level cost estimates for each scenario based on conceptual unit rates. These scenarios will be assessed against a number of factors in close cooperation with Council senior staff with the aim of identifying the option with the best possible outcome.

During the course of the study Raylink supported the Council in determining feasible options to enable the Council to carry out further detailed investigations with a focus on extending the Bell Street grade separation to include the removal of the Cramer Street and Murray Road level crossings at Preston.

2. Background

2.1 A brief history of the South Morang rail line

The South Morang rail line which passes through the City of Darebin has been in operation for over 126 years. It forms part of the original line from Flinders Street to Whittlesea via North Melbourne, Royal Park and North Fitzroy which opened on 23rd December 1889. It joined the present rail alignment with a triangular junction between the Rushall and Merri Stations. Today's more direct rail line from Flinders Street (actually Princes Bridge) to Clifton Hill via Collingwood was not completed until 1901.

The former "Inner Circle" rail line through North Carlton and North Fitzroy branched from today's Upfield rail line at Royal Park. Regular passenger trains ceased operating on this line in 1947 and it was closed completely in 1981.

Electric trains commenced running between Princes Bridge and Reservoir in 1921 and were extended to Thomastown in 1929. They were further extended to Lalor on 30th November 1959 at the same time as the line beyond Lalor to Whittlesea was permanently closed. However, the section between Lalor and Epping was subsequently electrified and re-opened in 1964.

Finally, the line between Epping and South Morang was rebuilt and re-opened in 2012. Fortunately, the rail corridor beyond South Morang to Whittlesea has remained largely intact. Planning is now well advanced for the rebuild and reopening of the line between South Morang and Mernda with construction due to commence in early 2017 and be completed in 2019. The expectation is that this will lead to an increase of train numbers on the South Morang line with trains running more frequently to meet the increase in patronage on the extended line.

At the same rate of progress, it is conceivable that the remaining section of line from Mernda to Whittlesea could see trains on it again 100 years after its 1959 closure!

2.2 Functions of the South Morang rail line

The South Morang line forms one element of the Clifton Hill Group of lines, the other being the Hurstbridge line. These lines converge at Clifton Hill with trains then feeding into the Melbourne Underground Loop, normally proceeding via Flinders Street, Southern Cross and traversing the Underground Loop in a clockwise direction to exit directly at Jolimont Station.

Beyond the CBD, the line traverses only three municipalities; City of Yarra encompassing stations West Richmond to Rushall, City of Darebin encompassing stations Merri to Ruthven and City of Whittlesea Stations Keon Park through to the terminus at South Morang and potentially Mernda.

Since the discontinuation of goods train services on the line in the mid-1970s, the entire Clifton Hill to South Morang line carries only suburban electric trains. In addition to the timetabled services of the electric passenger trains, up to 20 non-service train movements per day operate between the CBD and the Epping Train Maintenance Centre which provides the major maintenance services for all trains on the Clifton Hill Group of lines as well as those on several other lines.

Passenger loadings on the South Morang line have shown a steady increase over recent years, driven to a considerable extent by burgeoning demand from the major growth areas in the City of Whittlesea. Detailed patronage data for stations within the City of Darebin for 2011/12 (the latest available¹) and related comments are presented later in this section in Table 3.

Current and planned train service frequencies on the line² are as shown in Table 2:

Table 2: Train frequencies on the South Morang line

Period	South Morang line - trains per hour				
	Weekday peak hours	Weekday Inter-peak	Weekday Evening	Weekend peak	Weekend other times
Current	7	3	2	3	2
2016 plan	8	6	3	3	2
2026 plan	15	6	6	6	3

The 2016 plan in the aforementioned Table 2 was originally planned for implementation in April 2015 but was deferred to a date to be fixed, possibly later in 2016. Its main feature is the provision of a 10-minute frequency service during weekday inter-peak periods (approximately 9am to 4pm) and weekday evening services stepped-up from a 30- to a 20-minute frequency. This will bring the South Morang line into alignment with several other metropolitan lines that already enjoy this level of service.

The 2026 plan requires some qualification. It assumes the construction of a heavy rail line from Victoria Park to Doncaster and the consequent realignment of the South Morang/Mernda line to enter a new tunnel at Clifton Hill which would then run via Parkville and Flagstaff Stations to Southern Cross. However, due to the complexity and expense of this proposal it appears unlikely that this will eventuate, with the Doncaster line more likely to emerge as a light rail. In that event, the existing infrastructure arrangement will remain in place, with future capacity pressures on the corridor between Clifton Hill and the CBD being largely addressed through the provision of high capacity signalling. In practice, an upper peak period limit of approximately 12 trains per hour on the South Morang line should provide sufficient route capacity at least until the early 2030s³.

2.3 Features of the South Morang rail line

The South Morang line (beyond Clifton Hill) is a conventional double track electrified railway with each track signalled for uni-directional operation and designed for headways (intervals between successive trains in each direction) of approximately 2½ minutes.

¹ Accessible via the Victorian Transport Statistics Portal (VTSP) at <http://www1.transport.vic.gov.au/VTSP/homepage.html>

² See PTV Network Development Plan – Metropolitan Rail, December 2012.

³ Beyond the early 2030s, the separate tunneled route from Clifton Hill to the CBD may become a requirement due to patronage levels, irrespective of the Doncaster line proposal.

2.3.1 The Gradient

The rail line characteristic with the largest impact on the technical feasibility of several grade separation scenarios along the South Morang line is the land incline on which it is located and the subsequent gradient of the rail line. These gradient impacts will be expanded on in detail in Section 3 under each of the affected scenarios. In brief, the South Morang line generally rises in the direction away from Melbourne, illustrated below in Figure 1, reaching a peak gradient of 1 in 50 (2%) which was the maximum allowable (ruling grade) for the operation of this line when it carried goods trains. Now that the South Morang line is used only by suburban electric trains, where necessary, it is acceptable to increase the gradient to 1 in 40 (2.5%).

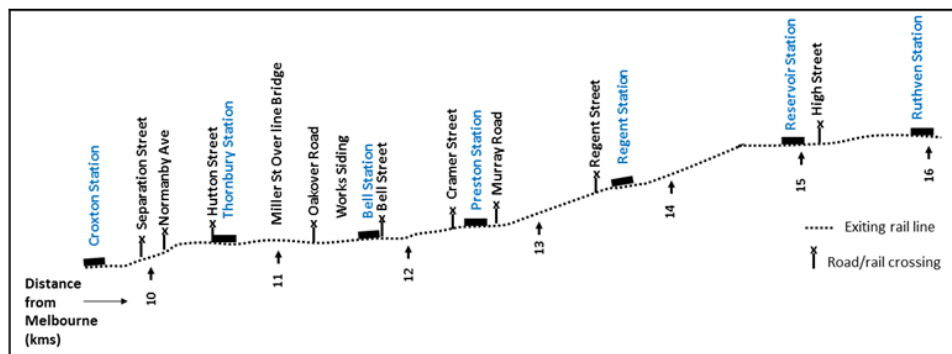


Figure 1: Gradient diagram from Croxton to Ruthven Station along the South Morang line

2.3.2 The Stations

Of the nine stations within the City of Darebin, only three (Bell, Preston and Reservoir) are classed as Premium Stations which are staffed from first to last train. Regent Station is referred to as a Host Station, meaning that it is normally staffed on weekday mornings only. The three premium stations have toilet facilities that are open for public use while staff are on duty at the station. The remaining five stations (Merri, Northcote, Croxton, Thornbury and Ruthven) are normally unstaffed. These designations roughly correspond to each station’s relative patronage levels in 2011/2012 (being the latest available published data) as shown below in Table 3.

Table 3: Patronage statistics for Merri Station to Ruthven Station 2011/12⁴

Station	Annual patronage (millions)	Station entries			Weekday entries					Access mode						
		Weekdays	Saturdays	Sundays	Pre-AMP	AM Peak*	Inter-peak	PM Peak**	PM late	Bus	Car	Cycle	Other	Tram	Train	Walking
Merri	0.223	788	390	261	41	216	230	251	50	nil	4.7%	nil	nil	1.2%	0.4%	92.9%
Northcote	0.384	1,286	773	602	48	429	343	373	92	8.4%	13.1%	0.9%	nil	2.8%	0.9%	73.8%
Croxton	0.291	936	599	421	73	388	239	186	49	1.1%	18.7%	1.1%	nil	nil	nil	79.1%
Thornbury	0.431	1,412	883	590	114	677	373	174	73	1.1%	14.3%	2.2%	1.1%	14.3%	nil	67.0%
Bell	0.523	1,500	1,043	588	102	515	459	358	66	4.4%	12.1%	1.1%	1.1%	nil	nil	81.3%
Preston	0.800	2,635	1,882	1,075	155	661	913	735	170	10.1%	26.4%	nil	nil	2.3%	1.6%	59.7%
Regent	0.484	1,612	878	578	181	814	377	171	69	13.4%	23.9%	1.5%	nil	nil	nil	61.2%
Reservoir	1.157	3,843	2,368	1,563	426	1,554	1,088	606	171	20.2%	31.7%	1.0%	nil	1.0%	nil	46.2%
Ruthven	0.259	828	598	433	102	401	215	84	27	nil	33.3%	3.0%	nil	nil	nil	63.8%
Averages																
Totals	4.552	14,840	9,414	6,111	1,242	5,655	4,237	2,938	767	6.5%	19.8%	1.2%	0.2%	2.4%	0.4%	69.4%

(* AM peak defined as train arrivals at Flinders Street between 7am and 9am. **PM peak defined as train departures from Flinders Street between 4pm and 6pm).

Some observations related to Table 3:

- Reservoir is the busiest station in the City of Darebin by a considerable margin followed by Preston as the second busiest. Bell, Regent and Thornbury Stations are respectively the third, fourth and fifth busiest stations in the City of Darebin area.
- On a relative basis, of 204 stations in the Melbourne metropolitan area in 2011/12, the following rankings (1 highest to 204 lowest) applied in terms of overall patronage levels at the above stations: Merri: 182, Ruthven: 180, Croxton: 171, Northcote: 136, Thornbury: 127, Bell: 121, Regent: 117, Preston: 65, Reservoir: 37.
- Although weekday train boardings are the heaviest at Reservoir in the AM and inter-peak periods, in the PM peak and late periods the heaviest boardings are at Preston.
- Bus/rail interchange is very significant at Reservoir, of some importance at Northcote, Preston and Regent and relatively less so at Bell. (Note: this is not necessarily an indicator of future potential bus/rail interchange level).
- On average, almost 70% of passengers joining at these stations walk to and from their residences, with Reservoir being the only station where this proportion is less than 50%.

⁴ Accessible via the Victorian Transport Statistics Portal (VTSP) at <http://www1.transport.vic.gov.au/VTSP/homepage.html>

With the exception of Ruthven, all other stations have two separate platforms for trains travelling in each of the Up and Down directions (Down direction is defined as the track travelling away from Melbourne, Up direction is towards Melbourne) with passenger access at grade.

The progressive distances from Flinders Street Station along with basic crossing features and platform lengths of all stations along the South Morang rail corridor within the City of Darebin are presented in Appendix A.

2.3.3 Car parking

Current station carparking availability is presented in Table 4 below. At this high level concept stage of the investigation, it is not apparent as to what future car parking design and car space numbers will be. However, a nominal allowance has been included in all cost estimates for both car parking and bus interchange facilities at relevant stations.

Table 4: Merri to Ruthven Station car parking spaces

Stations	Car spaces	Stations	Car spaces
Merri	nil	Preston	140
Northcote	24	Regent	80
Croxton	nil	Reservoir	390
Thornbury	nil	Ruthven	65
Bell	76		

2.4 Traffic and train volumes

As part of the investigation, Raylink consulted with VicTrack in order to obtain traffic and train volumes at each of the level crossings under investigation. VicTrack provided the traffic and train volumes shown in Table 5 below from the ALCAM system (Australian Level Crossing Assessment Model).

Table 5: Train and traffic volumes from Hutton Street, Thornbury to High Street, Reservoir

Level Crossing	Suburb	Daily Train Volume	Daily Traffic Volume
Hutton Street	Thornbury	178	3122
Oakover Rd	Preston	178	4169
Bell Street	Preston	178	46,610
Cramer Street	Preston	178	9424
Murray Road	Preston	178	17,800
Regent Street	Preston	178	9755
High Street	Reservoir	178	25,441

The two roads with the highest traffic volumes (Bell Street and High Street highlighted in Table 5 above) have been nominated for grade separations in the government's current level crossing

removal program. It is worth noting that Murray Road traffic volumes are significantly greater than all the other level crossings between Thornbury to Reservoir, other than the volumes at Bell Street and High Street.

Traffic congestion is also a significant issue at Murray Road due to a characteristic of the intersection. Figure 2 below illustrates that the rail line alignment makes a reverse curve (i.e. S-bend) north of Bell Street, resulting in the Murray Road level crossing being closer to St Georges Road in comparison to the distance between the Bell Street level crossing and St Georges Road.

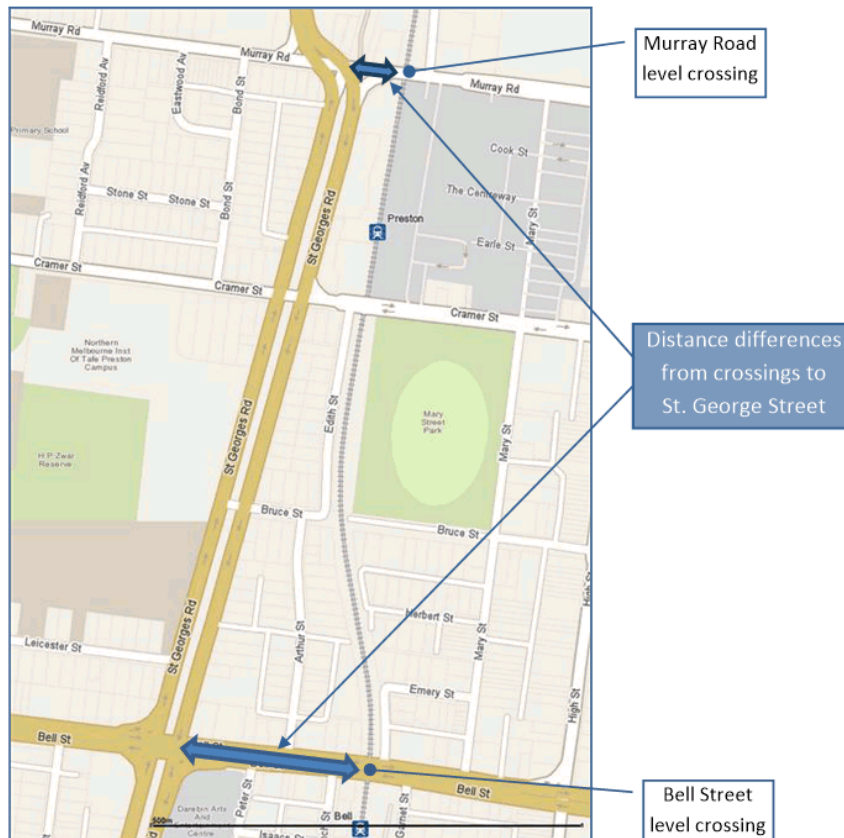


Figure 2: Distance differentiations from level crossings to St Georges Road intersections.

The close proximity between the Murray Road level crossing and the intersection with St Georges Road means that eastbound traffic on Murray Road has little opportunity to clear the intersection when traffic signals turn green and boom barriers at the level crossing are activated. Additionally, it is difficult for westbound traffic to clear the level crossing when the traffic signals at the St Georges Road intersection turn green, especially during peak traffic periods. Both of these situations further increase traffic congestion at the Murray Road and St Georges Road intersection over and above that generated by the level crossing alone. The congestion also reduces the efficiency of east-west bus routes 527 and 903, which operate along Murray Road. Detailed traffic surveys and modelling are required to assess the precise impact that the Murray Road level crossing, combined with the

close proximity to St Georges Road, has on traffic congestion and safety at the intersection. These traffic surveys and modelling are outside the scope of this study.

2.5 Darebin Council's Urban Renewal Strategy

During the pre-feasibility study, the Raylink team provided technical advice to Council's project team at various meetings and workshops on an ongoing basis to assist them in developing future urban development concepts for the various rail grade separation options under consideration. This iterative process fed into the Council's urban renewal visioning to help ensure that its plans are viable, practical and achievable.

This work has assisted the Council and its urban planners to assess the suitability of potential development opportunities, e.g. new road, public realm and pathway connections, and urban design and renewal concepts that could be stimulated by each option. The advice and input provided to the Council has helped to identify the type of developments, connections and concepts that would be appropriate, technically viable, and capable of providing exemplary integrated design outcomes.

3. Grade separation options

This section provides details and findings of the individual grade separation options investigated by this study. The relevant technical aspects of the work required, cost estimates, advantages, opportunities and disadvantages of each option are also outlined.

Theoretically, there are four ways to grade separate an existing level crossing:

- Elevate the rail line to pass over the road
- Lower the rail line to pass under over the road
- Elevate the road to pass over the rail line
- Lower the road to pass under the rail line

While this study recognises that grade separations can be achieved by lowering or lifting the road, the Council has indicated that these options are not suitable, as they generally do not achieve the Council's urban renewal objectives. Therefore, the focus of this study was contained to options involving only the elevation or lowering of the rail line.

Elevating the railway on a bridge or viaduct is generally less costly than lowering the railway and allows greater access and connectivity underneath the relevant structure. Examples of elevated rail solutions are shown in Figure 3 below.



Figure 3: Examples of elevated rail lines – Sydney metro North West (*left*) and Dubai Metro (*right*)

Lowering of rail lines has been the treatment most often utilised for recent grade separations around Melbourne, as it is perceived to have less visual and noise impact on adjacent residential properties. However, lowering rail lines into a cutting or trench is generally significantly more expensive than rail elevation largely due to expenditure associated with earth and rock removal plus the need for costly retaining walls and bridging. In addition, lowered rail trenches cause urban dislocation by creating a significant physical barrier between the communities on both sides of the tracks. Figures 4 and 5 below show examples of recent Melbourne grade separations which were achieved by lowering the tracks.

Section 4 further expands on the comparison between elevated and lowered rail approaches.



Figure 4: A lowered rail line at Middleborough Rd, Box Hill



Figure 5: Construction during the rail line lowering at Springvale Rd, Springvale

3.1 Notes on cost estimates

1. All cost estimates in this report draw on over twenty years' experience of Raylink in cost estimating for rail projects and applying the most up to date material unit costs available at the time this report was written. In addition, the Level Crossing Rail Authority (LXRA) has reviewed the cost estimates and expressed satisfaction with the basis of the alignments, methodology and assumptions. LXRA suggested a number of estimate modifications and these have been incorporated into this report.
2. Excavation in the Melbourne area often incurs the cost of encountering hard basalt rock. High level geology information (see Appendix D) suggests that this will not be the case for the grade separations in the Bell Street area. However, without a detailed geotechnical report this remains an unknown factor, and therefore a nominal contingency allowance was included in the cost estimates for additional rock excavation costs.
3. Concept plans and longitudinal sections were prepared to show the rail infrastructure changes that would be needed for each option. These also provided the basis for calculating the material quantities required for each option in order to develop the estimates as accurately as possible. All grade separation plans are attached to this report as Appendices B1 through to B4 and follow a consistent layout: the top image is the high level concept plan overlaid on an aerial photo, the lower image is the longitudinal section plan showing the new proposed gradient. An example of the plans is shown in Figure 6 below.

In Figure 6, the top concept plan shows the existing rail tracks in yellow, the new rail tracks in red, and proposed new station locations in blue. The concept plans demonstrate how the new elevated or lowered rail options can be built mostly clear of existing rail tracks to avoid disruptions (shutdowns) to existing rail services as much as possible.

The lower longitudinal sections display the existing rail line in green and proposed new rail level and new station(s) both in blue. Note that the vertical scale on the longitudinal sections is exaggerated compared to the horizontal scale in order for the rail gradient to be visible.

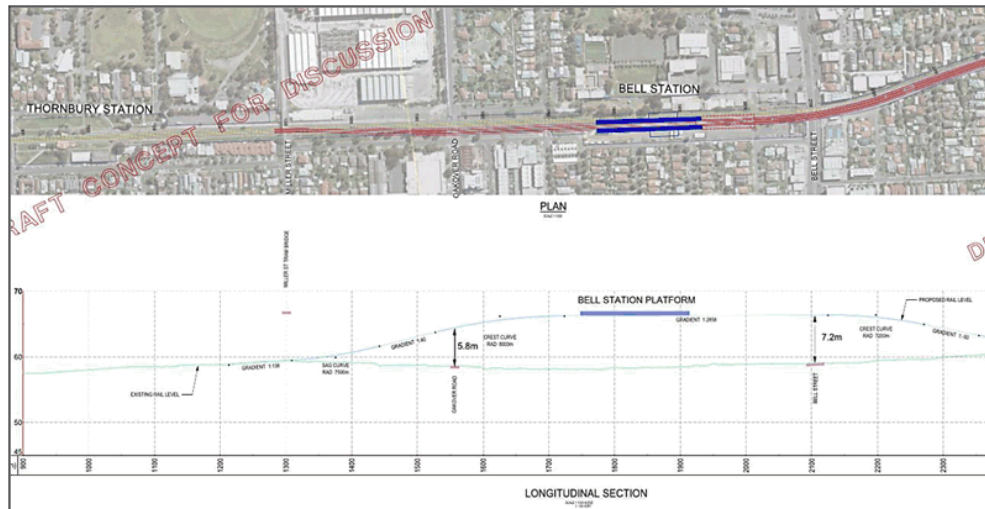


Figure 6: Example of the concept plan (*top*) and longitudinal section (*bottom*) of the Bell Street rail elevated – base case

3.2 South Morang rail line – overall grade separation opportunities

The main focus of the investigation has been to support Council’s urban renewal objectives in the vicinity of Bell and Preston stations. We examined the implications of extending the LXRA’s Bell Street grade separation to include removal of the Cramer Street and Murray Road level crossings.

3.3 The need for base cases

It is important to note that in order to estimate the incremental costs of the extended grade separation options outlined in this report, we first estimated the cost of the grade separation currently committed to by government. The planned grade separation at Bell Street is referred to in this report as the ‘base cases’. Therefore, high level concept plans and longitudinal sections for both elevated and lowered rail base case scenarios for Bell Street were developed together with cost estimates and are outlined in Sections 3.3 and 3.4 below.

3.4 Bell Street, Preston: scenarios and base cases

This section outlines the scenarios for both the elevated rail and lowered rail base case approaches for the Bell Street grade separation in Preston, and the extended option identified for additional grade separations from Oakover Road to Murray Road. The Preston Station precinct and relevant level crossings are shown in Figure 7 below.

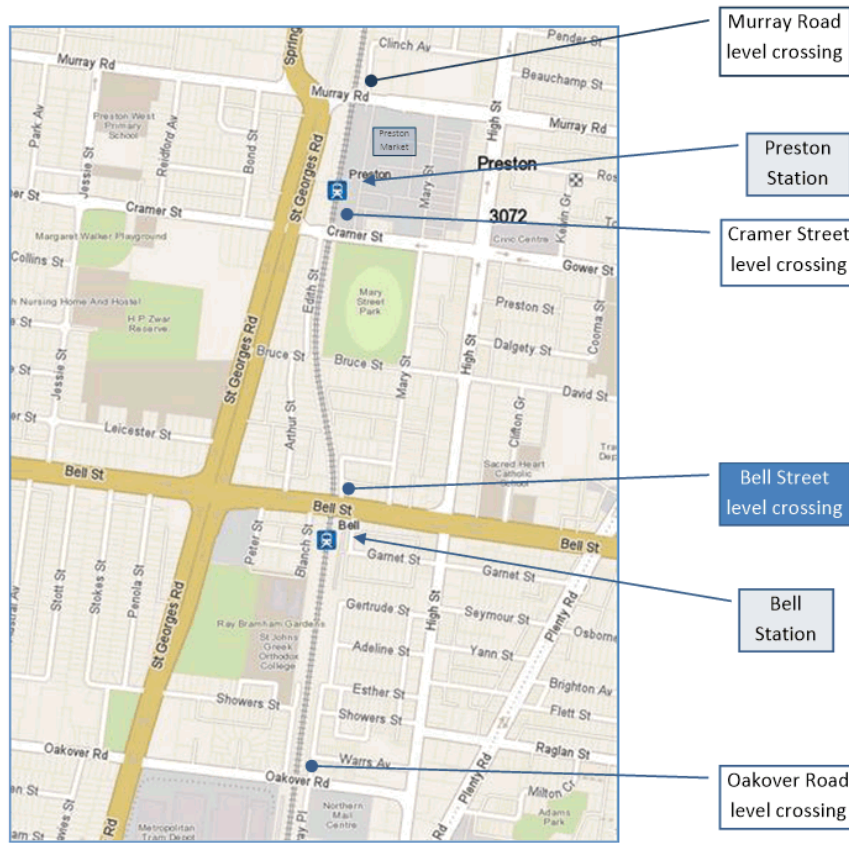


Figure 7: Detail of the South Morang line at Preston (www.whereis.com)

It is important to note that this study has identified that the grade separation of Bell Street is likely to necessitate removal of the Oakover Road level crossing to the south of Bell Street, due to the close proximity of these two crossings. Therefore, by implication, all reference to the Bell Street grade separation includes the grade separation of Oakover Road. We have assumed throughout the study that it is necessary to minimise train line shut downs; therefore, we have developed concept designs that maximise off-line construction. For example, our concept designs allow the new elevated or lowered stations to be built clear of the operating rail tracks. It may be potentially possible, but not recommended, to develop an alternative design using on-line construction and extended system shutdowns, which might avoid the necessity to grade separate Oakover Road.

3.4.1 Bell Street base case –elevated rail

The base case for the Bell Street grade separation using an elevated rail approach is diagrammatically presented in Figure 8 below. This scenario includes the removal of the level crossing at Oakover Road as previously discussed and Bell Station would be reconstructed in line

with the new elevation. The concept plan and longitudinal section of this base case scenario are attached as Appendix B1 to this report. The cost estimate breakdown is presented in Appendix C1.

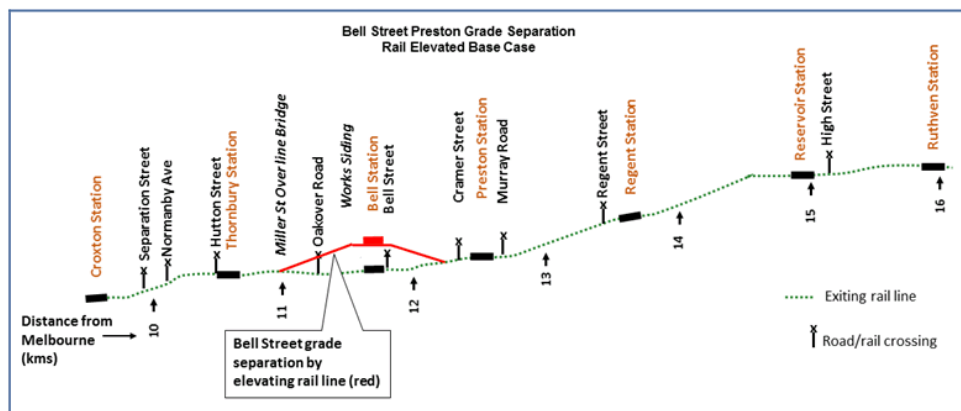


Figure 8 – Bell Street base case – elevated rail

It has been assumed that the new elevated rail lines would be built clear of the existing rail to the east to minimise rail shutdowns. Commencing north of the Miller Street tram bridge, the new rail tracks rise to give clearance over Oakover Road and then level off until reaching Bell Street. Once north of Bell Street, the new tracks begin their descent and meet the existing rail line just before Cramer Street. Additionally, as Oakover Road is currently raised approximately one metre above the natural surface at the level crossing, the grade separation there requires a hybrid approach whereby the rail is elevated and the road is lowered to achieve minimum height clearance standards.

Estimated cost: \$ 135 million

Includes: two grade separations, one elevated station

Advantages:

- Aligns with Council's urban renewal vision for the Bell Station precinct
- Less costly than the rail lowered approach (see Section 3.4.3)
- Has the flexibility to be extended north in the future to include the grade separations of Cramer Street and Murray Road
- Removes the rail line barrier in the community
- During construction an elevated rail option will be less disruptive to existing rail services than a lowered rail option
- Minimises impacts on utility services due to reduced excavations required. Elevated rail only requires excavation for bridge footings, as opposed to a wide trench required for lowered rail
- Elevated rail does not involve the geological and hydrological risks of lowered rail, which include flood mitigation requirements, excavation of poor or contaminated soil, saline water tables, etc.

- The electric substation at Bell Station does not require relocation for the elevated rail option as the rail bridging can be built above it, and therefore does not attract this cost as it would for the lowered rail option.

Disadvantage:

- Increased visual impact compared to a lowered rail approach (see Section 4 for a discussion on elevated rail).

3.4.2 Bell Street extended Oakover to Murray Road – elevated rail

An elevated rail option to extend the Bell Street grade separation to include both Cramer Street and Murray Road was then developed. Figure 9 below shows how the Bell Street base case grade separation (red) can be extended (blue) to include the removal of the Cramer Street and Murray Road level crossings in the case of the railway being elevated over the roadway. This figure also includes the necessitated removal of the Oakover Road level crossing and reconstruction of both the Bell and Preston Stations in line with the new elevated rail line. Overall, four level crossing removals are achieved with this option. The high level concept plans and cost estimates of this extended option are attached as Appendix B2. The cost estimate breakdown is presented as Appendix C2.

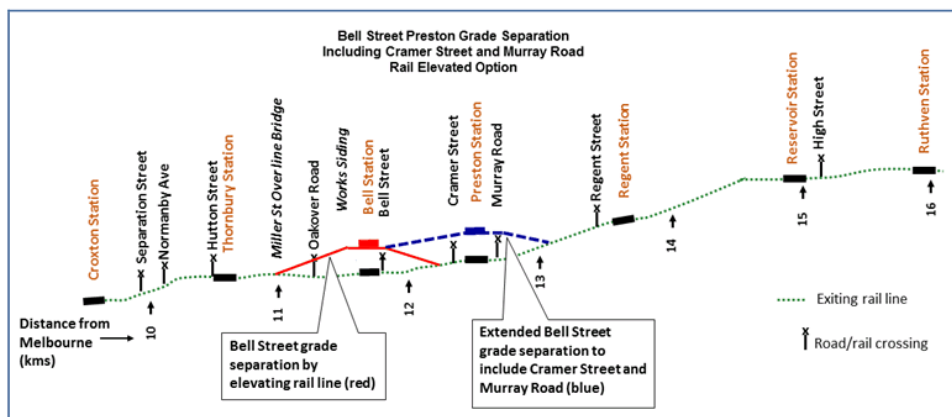


Figure 9 – Bell Street base case extended to Cramer St and Murray Rd—elevated rail

In this option the new rail vertical alignment commences just north of Miller Street Bridge, rises to give clearance over Oakover Road, levels off from near Bell Street until north of Murray Road where it begins to descend and meets the existing rail line alignment between Murray Road and Regent Street. The new rail lines and new elevated stations at both Preston and Bell would be built mostly clear of the existing rail lines to the east, reducing disruptions to existing train services. The railway electrical substation located next to the eastern platform at Bell Station would remain in its present location as the elevated line would be built above it.

This option is technically feasible and is strongly supportive of the urban renewal vision for the Bell and Preston Station precincts.

Estimated cost: \$ 247 million **Includes: four grade separations, two elevated stations**

Advantages:

- Aligns with Council’s urban renewal vision for the Bell and Preston Station precincts
- Removes the rail line barrier in the community
- Compared to the base case scenario for elevated rail at Bell St, each of the additional crossings at Cramer Street and Murray Road will cost approximately \$56 million – a sum significantly below the average cost of other grade separation
- During construction, an elevated rail option will be less disruptive to existing rail services than a lowered rail option
- Minimises impacts on utility services due to reduced excavations required. Elevated rail only requires excavation for bridge footings, as opposed to a wide trench required for lowered rail.
- Elevated rail does not involve the geological and hydrological risks of lowered rail, which include flood mitigation requirements, excavation of poor or contaminated soil, saline water tables, etc.
- The electric substation at Bell Station does not require relocation for the elevated rail option as the rail bridging can be built above it, and therefore does not attract this cost as it would for the lowered rail option.

Disadvantages:

- Increased visual impact compared to a lowered rail approach (see Section 4 for a discussion on elevated rail).

3.4.3 Bell Street base case – lowered rail

The base case for a lowered rail approach at Bell Street was also developed. This grade separation, which again necessitates the grade separation of Oakover Road, is presented in Figure 10. The Premium Station of Bell Station is also reconstructed underground. The high level concept plans and cost estimates of this base case scenario are attached as Appendix B3. The cost estimate breakdown is presented as Appendix C3.

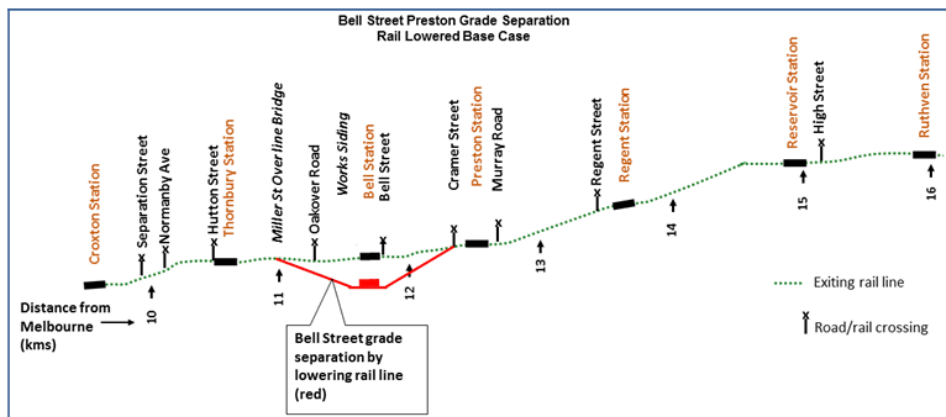


Figure 10 – Bell Street rail lowered - base case

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In this scenario the new lowered rail lines would be built clear of the existing rail to the east. Commencing before the Miller Street tram bridge, the new rail tracks descend to provide clearance under Oakover Road then level off until Bell Street. Once north of Bell Street the tracks ascend to connect with the existing rail line immediately before Cramer Street.

Estimated cost: \$ 204 million **Includes: two grade separations, one lowered station**

Advantage:

- Reduced visual impact.

Disadvantages:

- Indirectly precludes future grade separation of Cramer Street and Murray Road as separation of these two level crossings would require the lowered tracks to extend to north of High Street Reservoir at an estimated cost of \$728 million – see Section 3.4.4 for discussion of this issue.
- This lowered base case is more expensive than the rail elevated base case option
- Does not remove the divisive community barrier created by the rail line due to the limited amount of decking over the station area and pedestrian link
- Requires the rebuild of the electric substation at Bell Station
- Has increased impacts on utility services due to extensive excavation requirements
- Requires costly mitigation measures to address occasional flooding in the area around the Bell Street level crossing.

3.4.4 Bell Street extended - Oakover to Murray Road – lowered rail

A potential option was also investigated for the rail line to be lowered under Bell Street and extended to include the grade separations of both Cramer Street and Murray Roads. This is shown diagrammatically in Figure 11 below.

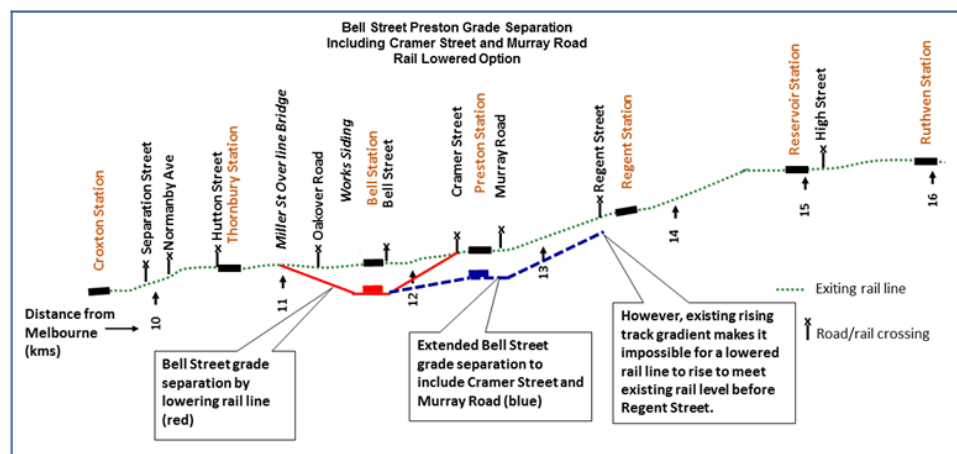


Figure 11 – Bell Street grade separation rail lowered scenario extended to Cramer St and Murray Rd

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Close investigation revealed that this option is not feasible, as the existing rising 2% (1 in 50) gradient between Murray Road and Regent Street makes it impractical for a lowered railway to ascend to meet the existing rail line level before Regent Street. To achieve a lowered rail treatment at Murray Road, it would be necessary to continue the rail trench below Regent Street all the way through to north of High Street Reservoir at an estimated cost of \$728 million. Therefore, the option of grade separating the four level crossings from Oakover Road to Murray using lowered rail was not considered economically feasible, so this option was discarded as being unviable.

3.5 Hutton Street, Thornbury

We were advised by Council that a grade separation at Hutton Street would not have the same potential urban renewal benefits as a number of the other grade separations investigated in this report. However, for completeness, potential configurations for a grade separation at Hutton Street Thornbury were still included in the investigation, including the rebuild of Thornbury station. The map in Figure 20 shows the rail line area from Hutton Street, Thornbury to Oakover Road, Preston.

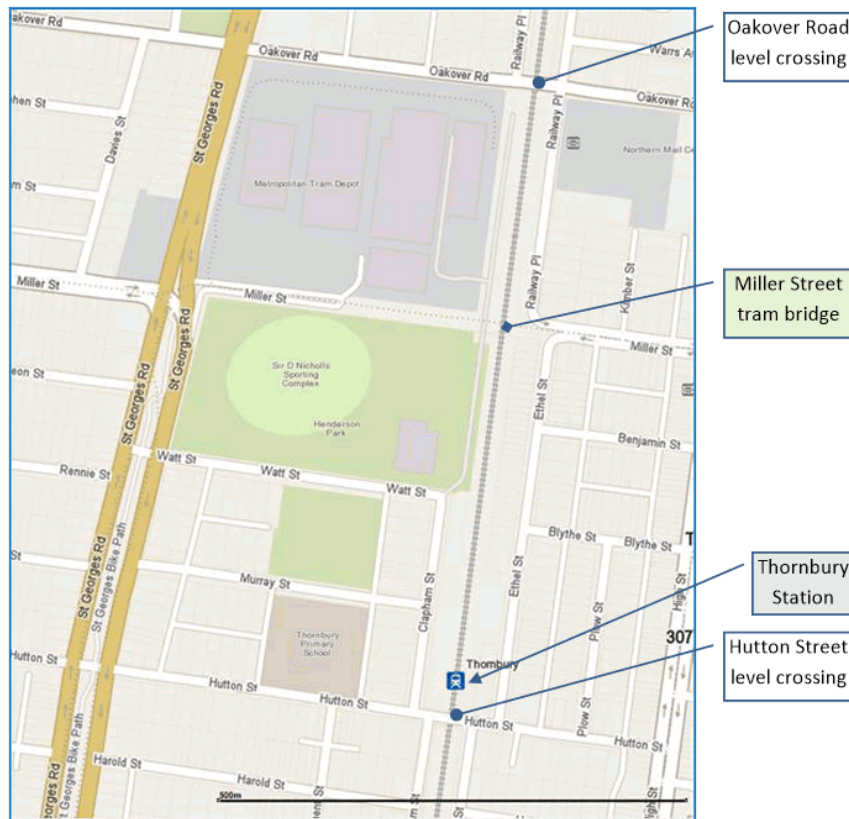


Figure 12: Detail of the South Morang line at Thornbury (www.whereis.com)

3.5.1 Hutton Street additional grade separation scenario – lowered rail

Figure 13 below shows diagrammatically how Hutton Street Thornbury could be constructed with the rail line lowered under the roadway.

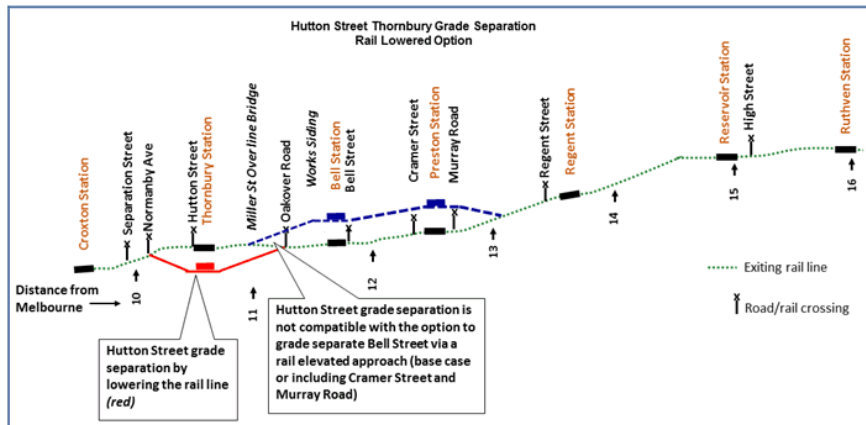


Figure 13: Hutton Street grade separation – lowered rail

The blue dashed line on Figure 13 above represents the extended Bell Street rail elevated grade separation option. The diagram demonstrates that a lowered rail approach for grade separation at Hutton Street cannot connect with an elevated grade separation treatment at Bell Street. Therefore, this option was not further investigated.

3.5.2 Hutton Street additional grade separation scenario – elevated rail

We also examined whether Hutton Street could be effectively grade separated with the rail line elevated over the roadway. However, as demonstrated in Figure 14 below, the existing rail lines fall away on a gradient of 2% (1 in 50) towards Melbourne making a connection with the existing track unattainable before Croxton Station. Therefore this scenario was also discounted.

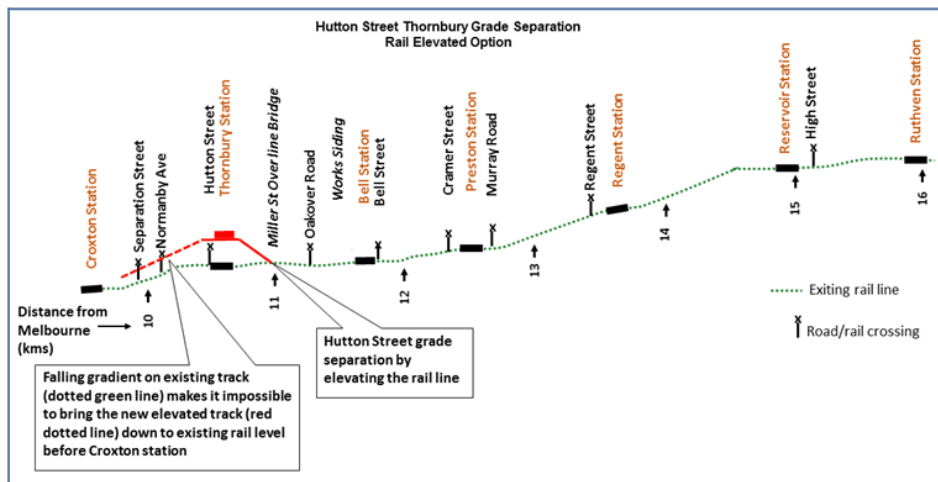


Figure 14: Hutton Street grade separation – elevated rail

3.6 Grade separation scenarios summary

A summary of the scenarios that were investigated are presented in Table 5 below.

Table 5: Cost estimates summary table

Option	Estimated Cost	Comment
	\$million	
Bell Street Preston Elevated Rail - Base Case	\$135 m	Two grade separations: Oakover and Bell Street. Includes the grade separation of Oakover Rd due to close proximity to a new Bell Station.
Bell Street Preston Lowered Rail - Base Case	\$204 m	Two grade separations: Oakover and Bell Street. Includes the grade separation of Oakover Rd due to close proximity to a new Bell Station.
Oakover Road to Murray Road Elevated Rail – Extended Bell project	\$247 m	Four grade separations: Oakover Rd, Bell Cramer Street and Murray Rd. Includes new Bell and Preston Stations.
Oakover Road to Murray Road Lowered Rail – Extended Bell project	N/A	This option can only occur if the rail is lowered all the way to Reservoir, including at High Street.
Hutton Street, Thornbury Rail Lowered	N/A	This option can only occur if rail is lowered at Bell St.
Hutton Street, Thornbury Rail Elevated	N/A	This option is not technically feasible due to steep rail gradient towards Croxton Station.

Note: All estimates include input from LXRA

4. Elevated rail recommendations

Over the past 80 years the majority of grade separation projects across Melbourne have involved lowered rail approaches, largely due to the reduced visual impact for adjacent housing and surrounding areas. More recently the advantages of well-designed elevated rail, including reduced cost, less disruption and an ability to better integrate with urban renewal, are being recognised. The recommendations of this report support an elevated rail approach for Preston. It is therefore worthwhile to summarise recent research findings on the advantages of elevated rail. A more comprehensive discussion is summarised elsewhere⁵.

A simple criteria comparison for rail elevated and rail lowered (trench) is summarised in Table 6 below.⁶ The colour coding in Table 6 is green for “yes” and red for “no”.

Table 6: Summary of grade separation assessment criteria

Grade separations should maximise:	Elevated rail	Lowered rail
1. The flow of trains, buses, trams and motor vehicles	Green	Green
2. Community connectivity	Green	Red
3. Neighbourhood integration	Green	Red
4. Flexibility (urban renewal / development potential)	Green	Red
5. Design and construction innovation	Green	Red
6. Operating efficiency	Green	Red
7. Passenger amenity	Green	Red
8. Open public and community spaces	Green	Red
9. Safety	Green	Green
10. Cost-benefits	Green	Red

Grade separation should minimise:	Elevated rail	Lowered rail
1. Disruption; to existing transport services, noise and construction impact	Green	Red
2. Community division	Green	Red
3. Hydrological problems	Green	Red
4. Environmental damage to habitats	Green	Red
5. Services relocations	Green	Red
6. Noise	Green	Red
7. Light spill	Green	Red
8. Vibration	Green	Red
9. Shadowing and overlooking of adjacent properties	Red	Green
10. Lost opportunities	Green	Red

Integration of elevated rail into surrounding precincts and urban renewal has been implemented in Australia recently, for example at Chatswood Station in Sydney which is a successful result and, less

⁵Woodcock, I and Stone, J (2016) The Benefits of Level Crossing Removal: Lessons from Melbourne’s historical experience, RMIT University, Melbourne

⁶Professor Ian Woodcock, RMIT University, presentation

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successfully, at Glenferrie Station in Hawthorn, Melbourne; see Figure 15 below. These figures show two examples of elevated rail's integration with the surrounds, including the release of land and shopfront space for local businesses and creation of community space around the stations' precincts. These integration advantages support Council's renewal vision for both the Preston precinct.

The obvious disadvantage of an elevated rail approach is the increased visual impact when viewed from adjacent housing and the surrounding area. For example, the elevated rail treatment in Melbourne at Glenferrie Road, Hawthorn includes rail tracks on raised embankments with steel beam bridge structures across the road which is not visually attractive and dislocates the community nearly as much as at grade rail.

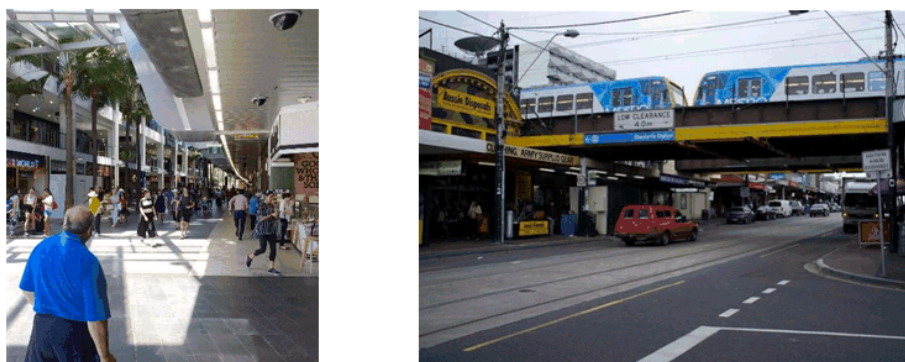


Figure 15: Examples of elevated rail integration with station precinct and retail: *left*, Chatswood Sydney; *right*, Glenferrie Station Hawthorn⁷

4.1 U shaped or channel elevated rail viaducts

If an elevated rail solution is adopted at Preston it creates an opportunity to incorporate recent innovative structure designs for elevated rail. Conventional elevated rail structures in Melbourne are either concrete box girder or precast concrete beams (i.e. super Tee beams). However, channel viaducts (also known as U shaped viaducts) are currently best practice for urban elevated rail design around the world and would be the optimal structure for the grade separations in Preston. Channel viaduct designs have tracks lower than the raised edges of the viaduct structure so trains sit low in the elevated bridge. This design gives several compelling advantages over and above the conventional box girder or beam structures.

These advantages include:

- Reduced noise impacts compared to either existing surface railway or future lowered railway as the raised edges effectively shield the wheel assemblies (bogies) of the train which is the main source of noise from electric trains, therefore acting as in-built noise barriers.
- Increased public safety with integrated anti-derailment walls; trains cannot topple off the structure as they are contained within the channel
- A lateral walkway at platform level for emergency passenger egress from the train

⁷Source: www.meldmagazine.com.au, Shaun Lee

- Improved integration with stations as the channel viaducts run through the station structure with simple lateral transitions to platforms
- Reduction of actual structure height relative to conventional structures without compromising clearance height underneath the structure - see Figure 17 below for a comparison between conventional and channel designs with an emphasis on the relative height difference of 1.8 metres. This lowered structure height, combined with the lowered train inside the channel, means train passengers look out rather than down from the train, reducing their ability to look down onto housing adjacent to the rail line.



Figure 16: Example of elevated rail viaduct with channel design, Dubai

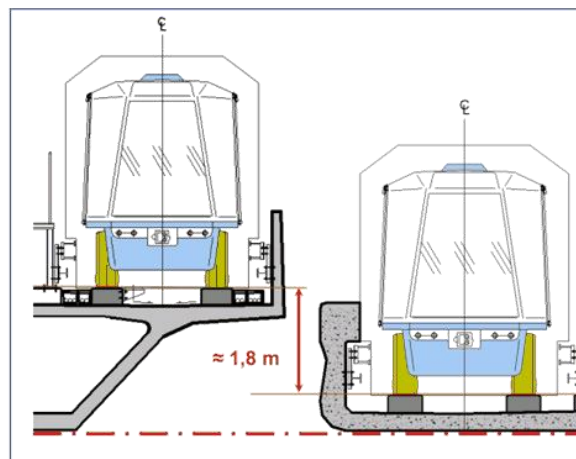


Figure 17: Elevated rail design: conventional (left), innovative channel or U shaped (right).

Furthermore, the method of construction for channel viaducts gives much shorter construction times. Channel viaducts are usually made up from match cast concrete segments assembled and post-tensioned on site. The advantages of this type of construction include:

- Minimal deck construction time - up to 60 metres per day for a single track deck and 30 to 35 metres every two days for a double track viaduct
- Minimal disruption at ground level during construction, as the deck erection is carried out by overhead equipment
- Reduced construction cost due to off-site fabrication and small on-site workforce

Finally, integration of channel viaducts into the urban landscape is assisted by specific architectural design to suit the topography and urban context. This includes a more slimline design and reduction in overhead height compared to conventional elevated structures, which subsequently reduces the overall visual impact of the elevated rail on the surrounding area.

Overall, a channel viaduct design for elevated railway is the most technically superior and cost effective elevated rail design currently available and would be highly suitable for the elevated rail grade separations at Preston.

We recommend that consideration also be given to utilizing the channel viaduct section across the wider Melbourne network due to the superior benefits to the rail network and to the wider community.

5. Risk Issues

Potential risks were assessed at this preliminary level of project development. The risks were examined on a location specific basis focusing on Council's proposed future renewal area for the Preston station precinct.

The principal risk for the grade separation at Bell Street relates to the State Government/LXRA's potential adoption of an option that inhibits flexibility of the transport corridor integrating with urban renewal objectives now or in the future. This would predominantly be the ability to grade separate Cramer Street and Murray Road via an elevated rail approach.

The options for Bell Street that are incompatible with, or do not support the grade separations of both Cramer and Murray Road either now or in the future, are:

1. Bell Street is grade separated by lowering or raising the Bell Street roadway rather than by elevating the railway. While this option does not necessarily preclude future grade separations at Cramer Street and Murray Road, the cost savings and wider benefits of grade separating these level crossings in conjunction with Bell Street would be lost, making them much more difficult to justify as a future standalone project.
2. Bell Street is grade separated by lowering the rail line. If the railway is lowered at Bell Street, the only practicable option is to extend the lowered railway all the way to Reservoir, due to the gradient issue outlined in Section 2.3.1. This option would effectively preclude any future grade separation of Cramer Street and Murray Road as it would be prohibitively costly (approximately \$728 million) and therefore unlikely to occur in the foreseeable future.

5.1 Technical risks

There are various technical risks that would not typically prevent the project from commencing however, could sometimes add significant cost and time extensions to grade separation projects. Potential risks that can be managed as part of project planning cannot be identified in any detail at this high level pre-planning stage of the grade separation projects. However, typical risks include:

- Environmental and planning approval risks
- Difficult ground conditions
- Contractor insolvency
- Flooding for lowered rail grade separations
- Utility services damage
- Difficulty relocating utility services
- Track possessions not handed back on time causing rail service disruption
- Difficulty acquiring property necessary for project

6. Study consultation

Consultation has taken place with various authorities during the course of this pre-feasibility study, both independently by Raylink and in conjunction with the Council.

The consultations undertaken included:

1. PTV regarding the grade separation options developed in this study. PTV has indicated general agreement with the options outlined in this study and the logic behind the conclusion that some options are simply not practicable.
2. PTV (in conjunction with the Council) regarding recognition of important bus service planning considerations into all grade separation concept plan designs.
3. The Office of the National Rail Safety Regulator (ONRSR): ONRSR provided statistics on traffic volumes through the relevant level crossings on the South Morang rail line. ONRSR was unwilling to provide statistics related to traffic incidents at these crossings and referred Raylink to the FOI area of Metro Trains Melbourne (MTM). After discussion with Council, it was decided instead to pursue the issue via PTV.
4. Level Crossing Removal Authority (LXRA): Draft concept plans for each option were provided to LXRA together with the draft concept estimates. LXRA subsequently reviewed these and provided comments and feedback which was then incorporated into the final plans and cost estimates.
5. PTV, which provided base data utilised in the preparation of the conceptual plans and longitudinal grade lines for each of the options.

7. Technical pre-feasibility study conclusions

The Victorian Government has committed to the removal of two level crossings along the South Morang rail line in the City of Darebin area: Bell Street, Preston and at High Street, Reservoir. These crossing removals are considered essential to improve safety and facilitate transport movement through this area. However, by extending the Government's current commitment, there is an important opportunity to take advantage of significant economies of scale by removing additional level crossings in Preston.

Oakover Road to Murray Road, Preston – elevated rail is the superior option

This study recommends extending the planned grade separation of the Bell Street level crossing further north to include removal of the level crossings at both Cramer Street and Murray Road and to accomplish these grade separations by elevating the railway – see option (3) circled in Table 7 below.

Table 7: summary of options for Bell Street, Preston

Option	Estimated Cost \$million	Comment
(1) Bell Street Preston Rail Elevated Base Case	\$135 m	Two grade separations: Oakover and Bell Street. Includes grade separation of Oakover Rd due to close proximity to a new Bell Station.
(2) Bell Street Preston Rail Lowered Base Case	\$204 m	Two grade separations: Oakover and Bell Street. Includes grade separation of Oakover Rd due to close proximity to a new Bell Station.
(3) Oakover Road to Murray Road Rail Elevated – Extended Bell	\$247 m	Four grade separations: Oakover Rd, Bell Cramer Street and Murray Rd. Includes new Bell and Preston Stations.
(4) Oakover Road to Murray Road Rail Lowered – Extended Bell	N/A	This option can only occur if the rail is lowered all the way to Reservoir, including at High Street.

An elevated rail approach will be the least disruptive to build and removes the physical barrier that is generated by at ground level and lowered rail lines. A elevated rail solution that includes Cramer Street and Murray Road is the most cost effective solution; a lowered rail approach would need to extend all the way to north of High Street Reservoir at a cost of approximately \$728 million.

To include the grade separations of both Cramer Street and Murray Road will provide compelling advantages over and above those gained by the grade separation of Bell Street alone:

- At an estimated \$56 million per additional level crossing removal inclusive of an additional station rebuild at Preston, the grade separations of Cramer Street and Murray Road provide justifiable and compelling case when compared to the unit cost per grade separation for other level crossing removals in the Government's program

- Inflationary effects would invariably impact on the cost of deferring the grade separations of Cramer Street and Murray Road into the future
- Eliminates the current traffic delays experienced at Cramer Street and Murray Road level crossings in addition to Bell Street
- Eliminates future risks of level crossing related road crashes at Cramer Street and Murray Road Preston
- Inclusion of Cramer Street and Murray Road will improve pedestrian and cycling safe access around the Preston Market; Melbourne's second largest fresh food market⁸
- Improve east-west public transport buses system operating on Murray Road
- Does not preclude the future elevated rail grade separation of Regent Street
- Provides a substantive value capture opportunity for the Government on VicTrack land.

Risks for this scenario are presented in Section 5.1.

In summary, the Government's commitment to remove the level crossing at Bell has provided a unique opportunity for the Council to investigate how to achieve the best possible outcomes from the Government's planned investment.

Raylink has investigated the technical feasibility of options to accomplish the grade separations at Preston, including options to lower or elevate the rail line and possibilities to extend the planned grade separation at Bell Street to include Cramer Street and Murray Road.

This study concludes that outcomes from the Bell Street grade separation would be greatly enhanced by elevating the rail, and extending the project to include grade separations of both Cramer Street and Murray Road. This would provide significantly greater value for money per extra grade separation via elevated rail and improve transport corridor integration with the surrounding area.

While Melbourne has not favoured elevated rail in recent times due the visual impact on nearby housing, notwithstanding this, this study has outlined a summary of advantages for elevated rail which should be considered for the Preston grade separations.

⁸ Preston Central 2030 Report: Preston Central Structure Plan – September 2006
Preston to Reservoir Grade Separation Study - Raylink Consulting in partnership with John Hearsch Consulting and Rail Asset Management
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Appendices

Appendix A: Basic rail line features

Appendix A1: Basic rail line feature in area of study

RAIL LINE FEATURES IN AREA OF STUDY (Station distances to Up end of Down platform ⁹)			
9.553	Croxton Station Platforms U 149m, D 151m	12.314	Cramer Street PCR
9.727	Croxton Station PGX	12.382	Preston Station, Platforms U148m, D 148m
9.947	Woolton Avenue PCR	12.583	Murray Road PCR
10.150	Normanby Avenue PCR	13.056	Oliver Street PFX
10.356	Smith Street PFX	13.367	Regent Street PCR
10.551	Hutton Street PCR	13.560	Regent Station PGX
10.562	Thornbury Station Platforms U 153m, D 149m	13.654	Regent Station, Platforms U159m, D159m
10.748	Thornbury Station PGX	13.728	Regent Station PGX
10.997	Miller Street OL bridge	13.823	Powell Street PFX
11.229	Oakover Road PCR	14.202	Drain bridge
11.368	Shower Street PGX	14.889	Reservoir Station Platforms U147m, D149m
11.453	Bell Works Siding and facing crossover	15.049	Reservoir Station PGX
11.580	Bell Station, Platforms U 148m, D 150m	15.123	High Street PBX
11.777	Bell Street PCR	15.142	High Street PCR
11.975	Bell trailing crossover	15.650	Gladstone Street PFX
12.066	Bruce Street PFX	15.901	Ruthven Station Island Platform 157m
<p>Explanation of above abbreviations:</p> <p>D – Down direction, i.e. for trains travelling away from Melbourne</p> <p>OL – Overline bridge, i.e. a bridge passing over the railway</p> <p>PBX – Pedestrian barrier crossing (fitted with automated mini-boom barriers)</p> <p>PCR – Level crossing for motor vehicles equipped with automated flashing lights and boom barriers - (originally called a Public Carriage Roadway, hence PCR)</p> <p>PFX – Pedestrian foot crossing (not actively protected)</p> <p>PGX – Pedestrian gated crossing (fitted with automated gates)</p> <p>U – Up direction, i.e. for trains travelling towards Melbourne</p> <p>UPS – Pedestrian underpass</p>			

Appendix A2: Station elevations – above sea level

MERRI TO KEON PARK STATION ELEVATIONS			
Stations	Elevation (m)	Stations	Elevation (m)
Merri	39	Preston	64
Northcote	45	Regent	79
Croxton	48	Reservoir	94
Thornbury	58	Ruthven	98
Bell	60	Keon Park	101

⁹ Down direction is defined as the track travelling away from Melbourne, Up direction is towards Melbourne
Preston to Reservoir Grade Separation Study - Raylink Consulting in partnership with John Hearsch Consulting and Rail Asset Management
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Appendix B: Technical concept and longitudinal section plans listing

Concept and longitudinal plans were constructed to show the rail infrastructure changes that would be carried out and they also served to calculate the material quantities required for each scenario to develop the estimates as accurately as possible. All grade separation plans are attached to this report as appendices B1 to B3 (see below for list of plans) and follow the same layout: the top image is the high level concept plan overlaid on an aerial photo and the bottom image is the longitudinal section plan showing the new proposed gradient.

The top concept plans show the existing rail tracks in yellow, the new rail tracks in red, and proposed new station locations in blue. These plans demonstrate how the new elevated or lowered rail scenarios can be constructed mostly clear of existing rail tracks to avoid disruptions (shutdowns) to existing rail services as much as possible.

The bottom longitudinal sections plans display the existing rail line in green and proposed new rail level in blue. Note that the vertical scales are exaggerated compared to the horizontal scale in order for the rail gradient to be visible.

Bell Street, Preston plans

Appendix B1 : Bell Street, Preston base case – elevated rail

(file: Appendix B1 - Sth Morang Line Grade Sep's - Bell Street base case - Elevated Rail - RLK 16001)

Appendix B2 : Oakover to Murray Road, Preston – elevated rail

(file: Appendix B2 - Sth Morang Line Grade Sep's - Oakover to Murray - Elevated Rail - RLK 16003)

Appendix B3 : Bell Street, Preston base case – lowered rail

(file: Appendix B3 - Sth Morang Line Grade Sep's - Bell Street base case – Lowered Rail - RLK 16002)

Appendix C: Detailed cost estimates

Appendix C: Cost estimate for Bell Street, Preston – base case – elevated rail

PREPARED BY: Raylink Consulting Pty Ltd		PROJECT: South Morang Line Grade Separations			
DATE: 02/05/2016		Bell Street Preston - Rail Elevated			
PLANS:		CONCEPTUAL COST ESTIMATE			
SCOPE: Conceptual Plan & Section					
DESCRIPTION	UNIT	QUANTITY	RATE	COST	COMMENTS
EARTHWORKS					
Excavation	cu m		70		Not required under this item - cost of excavation for footings are included in unit rates for bridges, stations etc. below
Rock Allowance (Assumed additional cost)	cu m		75		Not required in this scenario
Imported Fill	cu m	3080	60	\$184,800	Nominal sum for filling at start of ramps
Formation Capping Layer	m	440	110	\$48,400	Ramps
TRACK WORK					
Construct New Track	m	2360	800	\$1,888,000	Tracks constructed on elevated structure
Slew Track	m	100	200	\$20,000	Track slews at start and end of works
Remove Track	m	2360	50	\$118,000	Remove existing at grade tracks.
Turnouts	No.	2	400000	\$800,000	Assumes crossover is retained
Track Drainage	m	500	200	\$100,000	Nominal sum
RAIL ELECTRIFICATION					
Structures & Wiring	m	2360	750	\$1,770,000	Overhead structures and wiring
Connections				\$200,000	Additional allowance for connecting to existing system
Sub Stations	No.		4000000		Assumes bridge is built over current sub station
RAIL SIGNALLING					
Install Signalling	Item	1	7500000	\$7,500,000	Nominal sum
STATIONS					
Premium Station	No.	1	15000000	\$15,000,000	Nominal sum for one station including platforms, buildings pedestrian access, canopies, lighting, station facilities, communications, myki, etc.
Standard Station	No.		10000000		Not required in this scenario
Demolish Station	No.	1	75000	\$75,000	Not required in this scenario
BRIDGES					
Road Bridge	sq. m		3500		Not required in this scenario
Rail Bridge	m	1920	15000	\$28,800,000	Structure supporting tracks at elevated level including foundations substructure, bridge deck, etc.
Bridge Enhancements	m		1500		Not required in this scenario
Culverts	No.		50000		Not required in this scenario
Foot Bridge	No.				Not required in this scenario
RETAINING WALLS					
Secant Piled Wall - Self Supporting	sq. m		1500		Not required in this scenario
Conventional Retaining Walls	sq. m		750		Not required in this scenario
PARKING					
Car and Bus Parking	Item			\$1,000,000	Nominal sum
ROADS					
Road work				\$100,000	Nominal sum for road works and traffic signalling
UTILITY SERVICES					
Relocate Unspecified Utility Service	item	1	1500000	\$1,500,000	Nominal sum for unspecified service alterations
RAIL SYSTEM SHUT DOWNS					
Continuous Shutdown	week	4	2100000	\$8,400,000	Cost of full rail system shut down and replacement costs
Weekend Shutdown	w'end	2	350000	\$700,000	Cost of weekend rail system shut down and replacement costs
PEDESTRIAN CROSSING ACCESS					
Reinstate access after grade rail level is altered				\$100,000	At Showers Street & Bruce Street pedestrian crossings
LAND PURCHASE					
Unspecified Land Purchase Costs				\$1,000,000	Nominal sum.
TRAFFIC MANAGEMENT					
Manage Road Traffic				\$5,000,000	Nominal sum.
MISCELLANEOUS COSTS					
Allowance for minor works				\$1,000,000	Nominal sum for unspecified fencing, landscaping, site clean up etc.
				\$75,304,200	
CONTRACTOR MARGIN/OVERHEAD				\$18,826,050	25% (Nominal)
DESIGN COST				\$7,530,420	10% (Nominal)
LEVEL CROSSING AUTHORITY COSTS				\$14,119,538	15% (Nominal)
SUB TOTAL				\$108,249,788	
RISK				\$27,062,447	25% (Nominal)
TOTAL COST				\$135,312,234	

Appendix C2: Cost estimate for Bell extended - Oakover to Murray Road – elevated rail

PREPARED BY: Raylink Consulting Pty Ltd		PROJECT: South Moring Line Grade Separations			
DATE: 02/05/2016		OAKOVER ROAD TO MURRAY ROAD - ELEVATED			
PLANS:		CONCEPTUAL COST ESTIMATE			
SCOPE: Conceptual Plan & Section					
DESCRIPTION	UNIT	QUANTITY	RATE	COST	COMMENTS
EARTHWORKS					
Excavation	cu m		70		Not required under this item - cost of excavation for footings are included in unit rates for bridges, stations etc. below
Rock Allowance (Assumed additional cost)	cu m		75		Not required in this scenario
Imported Fill	cu m	1440	60	\$86,400	Nominal sum for filling at start of ramps
Formation Capping Layer	m	240	110	\$26,400	Ramps
TRACK WORK					
Construct New Track	m	3880	800	\$3,104,000	Tracks constructed on elevated structure
Slew Track	m	240	200	\$48,000	Nominal allowance for connections of new tracks to existing tracks
Remove Track	m	4080	50	\$204,000	Remove existing at grade tracks
Turnouts	No	2	400000	\$800,000	Assumes Bell crossover is re-established
Track Drainage	m	1000	200	\$200,000	Nominal sum
RAIL ELECTRIFICATION					
Structures & Wiring	m	3880	750	\$2,910,000	Overhead structures and wiring
Connections					Additional allowance for connecting to existing system
Sub Stations	No.		4000000		Assumes rail bridge is built over existing sub station
RAIL SIGNALLING					
Install Signalling	Item	1	12000000	\$12,000,000	Nominal sum
STATIONS					
Premium Station	No.	2	15000000	\$30,000,000	Nominal sum for two stations including platforms, buildings pedestrian access, canopies, lighting, station facilities, communications, myki, etc.
Standard Station	No.		10000000		Not required in this scenario
Demolish Station	No.	2	75000	\$150,000	
BRIDGES					
Road Bridge	sq. m		3500		Not required in this scenario
Rail Bridge	m	3800	15000	\$57,000,000	Structure supporting tracks at elevated level including foundations, substructure, bridge deck, etc.
Bridge Enhancements	m	3800	1500	\$5,700,000	Additional allowance for enhancements
Culverts	No.		50000		Not required in this scenario
Foot Bridge	No.				Not required in this scenario
RETAINING WALLS					
Secant Piled Wall - Self Supporting	sq. m		1500		Not required in this scenario
Conventional Retaining Walls	sq. m		750		Not required in this scenario
PARKING					
Car and Bus Parking	Item			\$2,000,000	Nominal sum
ROADS					
Road work				\$500,000	Nominal sum for road works and traffic signalling
UTILITY SERVICES					
Relocate Unspecified Utility Service	item			\$1,000,000	Nominal sum for unspecified service alterations
RAIL SYSTEM SHUT DOWNS					
Continuous Shutdown	week	4	2100000	\$8,400,000	Cost of total rail system shut down and replacement service
Weekend Shutdown	wend	6	350000	\$2,100,000	Cost of weekend rail system shut down and replacement costs
PEDESTRIAN CROSSING ACCESS					
Reinststate access after grade rail level is altered				\$100,000	At Showers Street & Bruce Street pedestrian crossings
LAND PURCHASE					
Unspecified Land Purchase Costs				\$2,000,000	Nominal sum.
TRAFFIC MANAGEMENT					
Manage Road Traffic		1	8000000	\$8,000,000	Nominal sum.
MISCELLANEOUS COSTS					
Allowance for minor works				\$1,000,000	Nominal sum for unspecified fencing, landscaping, site clean up etc.
				\$137,328,800	
CONTRACTOR MARGIN/OVERHEAD					
				\$34,332,200	25% (Nominal)
DESIGN COST					
				\$13,732,880	10% (Nominal)
LEVEL CROSSING AUTHORITY COSTS					
				\$25,749,150	15% (Nominal)
SUB TOTAL					
				\$197,410,150	
RISK					
				\$49,352,538	25% (Nominal)
TOTAL COST					
				\$246,762,688	

Appendix C3: cost estimate for Bell Street, Preston – base case – lowered rail

PREPARED BY: Raylink Consulting Pty Ltd		PROJECT: South Morang Line Grade Separations			
DATE: 03/05/2016		Bell Street Preston - Rail Lowered			
CONCEPTUAL COST ESTIMATE					
PLANS:					
SCOPE: Conceptual Plan & Section					
DESCRIPTION	UNIT	QUANTITY	RATE	COST	COMMENTS
EARTHWORKS					
Excavation	cu m	100940	70	\$7,065,800	Excavate cutting to facilitate track lowering
Rock Allowance (Assumed additional cost)	cu m	30000	75	\$2,250,000	Assumes 30% of excavation is in rock
Imported Fill	cu m	60			Not required in this scenario
Formation Capping Layer	m	3120	110	\$343,200	Crushed rock layer beneath ballast
TRACK WORK					
Construct New Track	m	3120	800	\$2,496,000	Tracks constructed in new cutting
Slew Track	m	100	200	\$20,000	Track slews at start and end of works
Remove Track	m	3120	50	\$156,000	Remove existing at grade tracks.
Turnouts	No.	2	400000	\$800,000	Assumes crossover is retained
Track Drainage	m	1600	200	\$320,000	Nominal sum
RAIL ELECTRIFICATION					
Structures & Wiring	m	3120	750	\$2,340,000	Overhead structures and wiring
Connections				\$200,000	Additional allowance for connecting to existing system
Sub Stations	No.	1	4000000	\$4,000,000	Assumes one new sub station required
RAIL SIGNALLING					
Install Signalling	Item	1	9500000	\$9,500,000	Nominal sum
STATIONS					
Premium Station	No.	1	15000000	\$15,000,000	Nominal sum for one station including platforms, buildings pedestrian access, canopies, lighting, station facilities, communications, myki, etc.
Station concourse	No.	1	700000	\$700,000	
Demolish Station	No.	1	75000	\$75,000	Remove existing station
BRIDGES					
Road Bridge	sq. m	540	10000	\$5,400,000	Bridge over lowered track for Bell Street traffic
Rail Bridge	m		15000		Not required in this scenario
Culverts	No.		50000		Not required in this scenario
Foot Bridge	No.				Not required in this scenario
Bridge Modifications				\$250,000	Nominal sum to modify Miller Street bridge abutments due to track lowering work
RETAINING WALLS					
Secant Piled Wall - Self Supporting	sq. m	15060	1500	\$22,590,000	Each side of lowered tracks
Conventional Retaining Walls	sq. m		750		Not required in this scenario
PARKING					
Car and Bus Parking	Item			\$1,000,000	Nominal sum
ROADS					
Road work				\$1,000,000	Nominal sum for road works and traffic signalling
UTILITY SERVICES					
Relocate Unspecified Utility Service	item			\$4,600,000	Nominal sum for unspecified service alterations
RAIL SYSTEM SHUT DOWNS					
Continuous Shutdown	week	6	2100000	\$12,600,000	Cost of full rail system shut down & replacement costs
Weekend Shutdown	w'end	2	350000	\$700,000	Cost of weekend rail system shut down & replacement costs
Bell Station Up Station Building Removal		1	2000000	\$2,000,000	Run shuttle buses for Bell Up platform passengers while station is removed for retaining wall construction
PEDESTRIAN CROSSING ACCESS					
Reinstate access after rail level is altered				\$3,000,000	At Showers Street & Bruce Street pedestrian crossings
LAND PURCHASE					
Unspecified Land Purchase Costs				\$1,000,000	Nominal sum.
TANKING					
				\$2,100,000	Nominal sum.
TRAFFIC MANAGEMENT					
Manage Road Traffic				\$6,500,000	Nominal sum.
MISCELLANEOUS COSTS					
Allowance for minor works				\$1,000,000	Nominal sum for unspecified fencing, landscaping, site clean up etc.
				\$109,006,000	
CONTRACTOR MARGIN/OVERHEAD					
				\$27,251,500	25% (Nominal)
DESIGN COST					
				\$10,900,600	10% (Nominal)
LEVEL CROSSING AUTHORITY COSTS					
				\$20,438,625	15% (Nominal)
SUB TOTAL					
				\$156,696,125	
CONTINGENCY					
				\$47,008,838	30% (Nominal)
TOTAL COST					
				\$203,704,963	

Appendix D: Geology and water table summary for the Preston corridor

1. Geology

From the Geological Survey of Victoria maps there is a clear indication of the likely soil conditions along the corridor following the South Morang rail line.

The map extract in Fig 1 below shows the relevant area in the bottom left hand quadrant of the image.

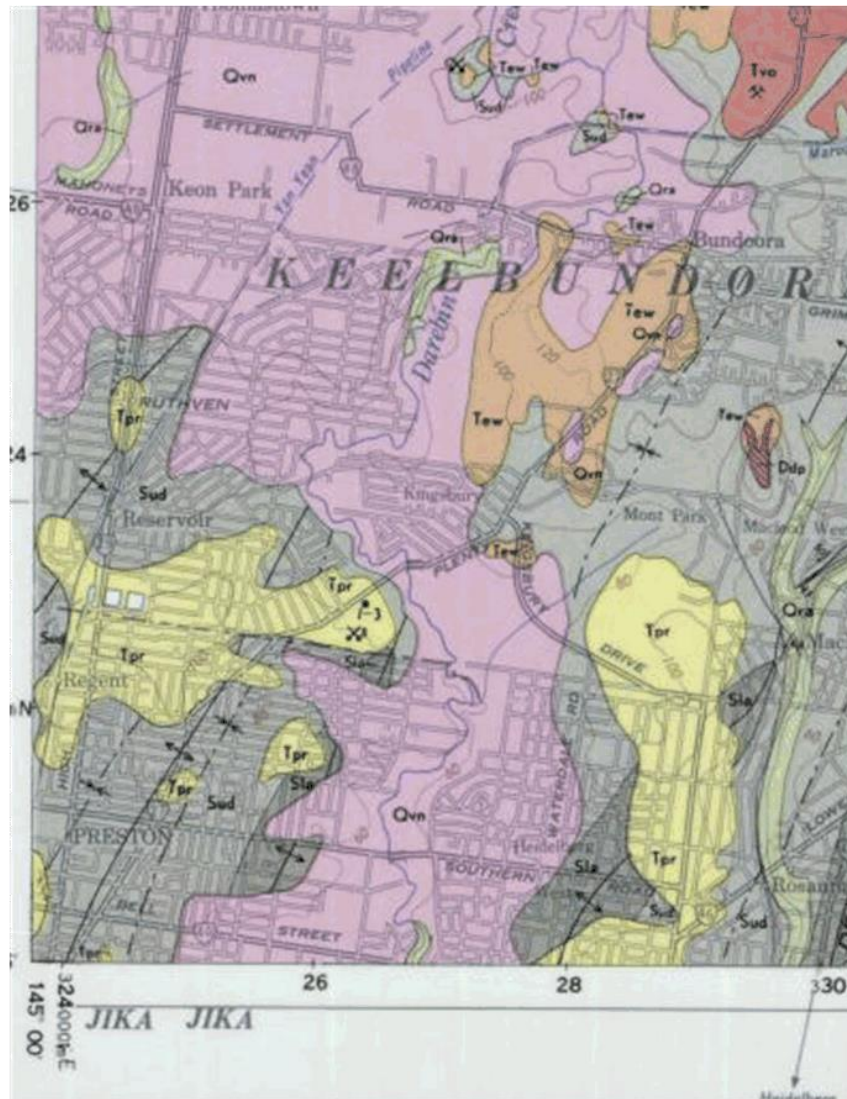


Figure D1: Geological map covering the Preston railway corridor

The soil types and origins are given in Fig 2 below.

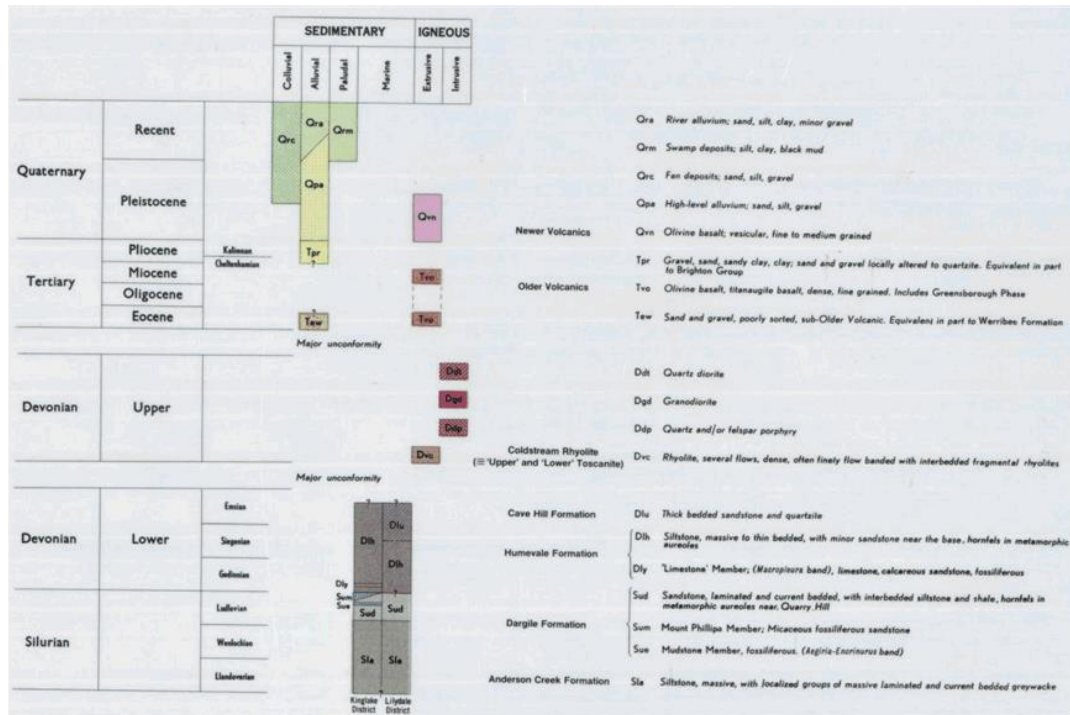


Figure D2: Soil classifications and geological time zones, referring to Fig 1

From Figs 1 and 2 it can be seen that the soil types in the Preston corridor are - Qrc (Recent to Pleistocene) = Colluvial sedimentary deposits; poorly to well sorted silt, sand and gravel

2. Water Table

The map in Fig 3 below shows the overall water table map for Melbourne. From the map it can be seen that in the corridor the water table is likely to be in the range 5 m to 10 m or, at the very most, 10 m to 20 m.

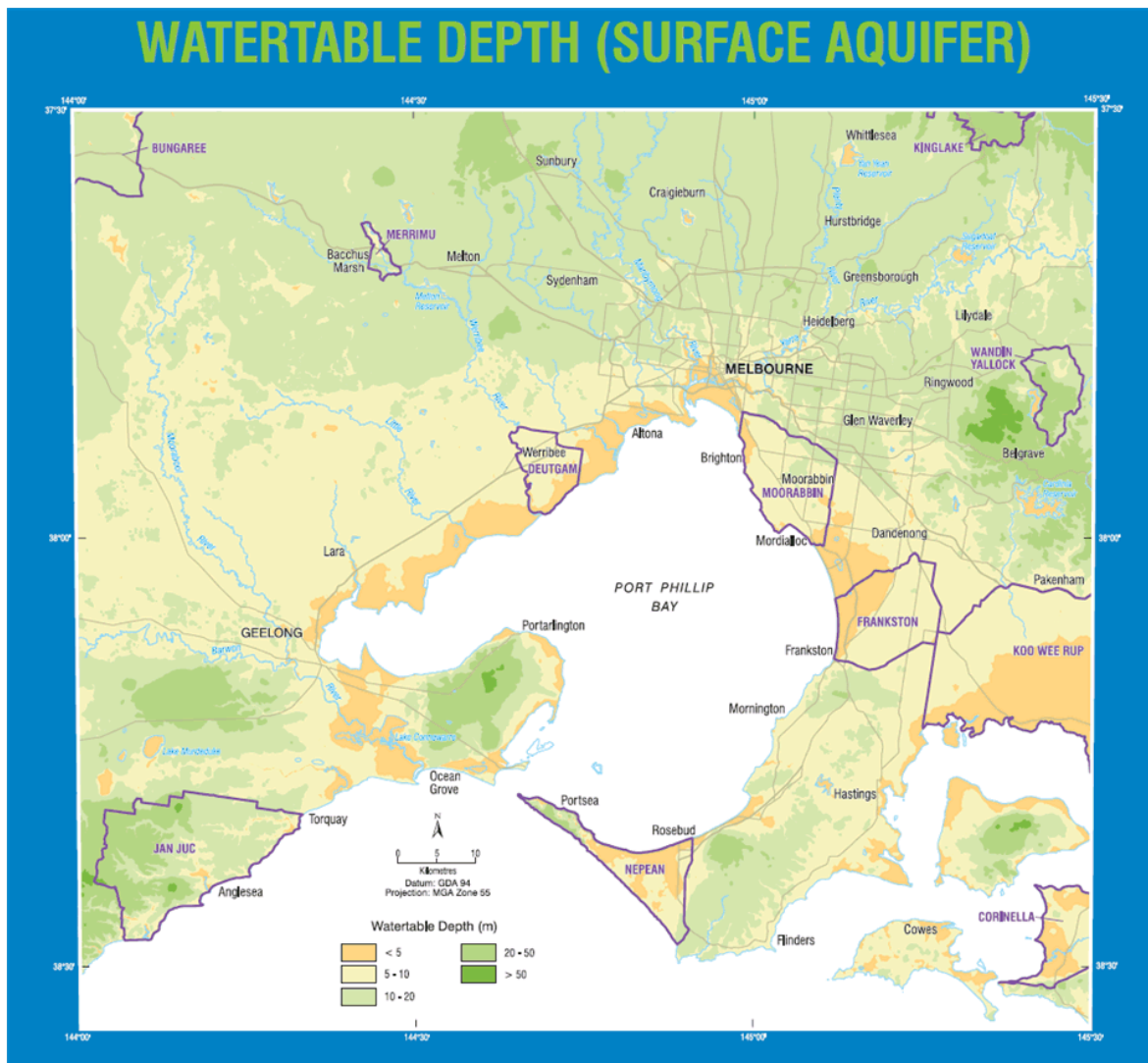


Figure D3: Water table map for Melbourne

6.2 NOTICE OF INTENTION TO DECLARE RESERVOIR VILLAGE BUSINESS DISTRICT SPECIAL RATE LEVY**Author:** Business Development Coordinator**Reviewed By:** Director City Futures and Assets

Report Background

The Reservoir Village Trader Association has written to Council requesting that Council renew the Special Rate for the Reservoir Village Business District. This will in effect continue on from the current Special Rate which ceases on 30 June 2017. The new scheme is proposed to run for five years from 1 July 2017 to 30 June 2022 and raise \$75,000 in its first year for the promotion and marketing of Reservoir Village.

Previous Council Resolution

This matter is not the subject of a previous Council resolution.

Previous Briefing(s)

This matter has not previously been to a Councillor Briefing. Councillors have received updates via the Councillor e-bulletin.

Council Plan Goal/Endorsed Strategy

Goal 1 - Vibrant City and Innovative Economy

Summary

This report sets out the process for the renewal of the Reservoir Village Business District Special Rate Scheme 2012-2017 and seeks Council's endorsement of this process.

- A Special Rate for the purposes of marketing, promotion and development of the Reservoir Village Business District has been in place since 1999. The current Special Rate Scheme expires on 30 June 2017.
- This report proposes that Council give notice of its Intention to Declare a Special Rate for the Reservoir Village Business District. It also seeks submissions from property owners and businesses liable to pay the proposed Special Rate for the purposes of marketing, promotion and development of the Reservoir Village Business District.

Recommendation

That:

- (1) In accordance with section 163(1), (1A), (1B) and (1C), and Section 163B(3) of the *Local Government Act 1989* ('the Act'), Council gives public notice in the 'Preston Leader' and the 'Northcote Leader' newspapers pending Council's endorsement of this recommended form of communication to the local businesses, notifying of its intention to make a declaration of a Special Rate for the encouragement of business and commerce in the Reservoir Village Business District and that a copy of the public notice be sent to each person who will be liable to pay the Special Rate.
- (2) Council specifies the following for the purposes of section 163(2), 163 (2A) and 163 (2B) of the Act:
 - a. The total amount of the Special Rate to be levied is -
 - i. For the first year of the Special Rate - \$75,000
 - ii. For each of the subsequent years the Special Rate remains in force - the previous year's amount to be levied plus that amount multiplied by the Consumer Price Index Rate provided by the Australian Bureau of Statistics for the previous financial year.
 - b. The total amount of the Special Rate which may be levied is not to exceed the following, which is calculated in accordance with section 163(2A) of the Act:
 - i. For the first year of the Special Rate - \$75,000
 - ii. For each of the subsequent years the Special Rate remains in force - the previous year's total amount of the Special Rate calculated in accordance with section 163(2A) of the Act plus that amount multiplied by the Consumer Price Index Rate provided by the Australian Bureau of Statistics for the previous financial year.
 - c. For the purposes of 2(b) above:
 - i. The 'benefit ratio' (R) to be levied on liable persons is 100 per cent for properties
 - ii. There are no properties receiving a special benefit from the Special Rate which are not to be levied the Rate;
 - iii. The 'community benefit' from the Special Rate is zero.
 - d. The criteria to be used as the basis for levying the Special Rate is:
 - i. For the first year of the proposed Special Rate – each Rateable property included in the Special Rate is to pay the amount as specified in Appendix B calculated on the respective property's Capital Improved Value with a rate of 0.00106921 applied.

The manner in which the Special Rate is assessed (that is, the criteria to be used as the basis for levying the Special Rate) is: For the first year and subsequent years of the Special Rate – each commercially zoned property included in the Special Rate is to pay the amount calculated in **Appendix A** of the respective property's Capital Improved Value.
- (3) Council facilitates a Reservoir Village business information session in line with the Notice of Intention to Declare.
- (4) A Hearing of Submissions Committee meeting be held to hear any submissions lodged. Any persons who wish to be heard in support of their submissions will be heard a Hearing of Submissions Committee meeting on 8 June 2017, if required.

- (5) Following this, a further report will be made to Council outlining all submissions or objections. Council will then resolve to either adopt or abandon the Scheme.
 - (6) If the Scheme is adopted, affected persons then have a period of 30 days to lodge an objection with the Victorian Civil and Administrative Tribunal.
 - (7) Authorises the necessary execution of the agreement documents when available.
-

Introduction

The Reservoir Village Trader Association has written to Council asking that Council renew the Special Rate for the Reservoir Village Business District. This will in effect continue on from the current Special Rate which ceases on 30 June 2017. The new scheme is proposed to run for five years from 1 July 2017 to 30 June 2022 and will raise \$75,000 in the first year.

Issues and Discussion

The success of local shopping centres such as the Reservoir Village Business District is extremely important to the local community. A vibrant, active and successful shopping centre can provide the following benefits to the community:

- Local employment
- Diversity of businesses
- Space for community to socialise and shop
- Meeting places
- Expressions of various cultures
- Entertainment
- Social inclusion
- Strengthen the unique characteristics of Reservoir Village
- Assist with the implementation of the Reservoir Masterplan

For the past 18 years, the Reservoir Village Business District has had a Special Rate Scheme in place for the properties used for retail and commercial purposes within the Centre. The area to be included within the Special Rate is attached as **Appendix B**.

The scheme has been re-introduced every five years and in the final year of the current scheme the levy has raised around \$72,050.

The funds raised by the Reservoir Village Business District Special Rate have been used by the Reservoir Village Trader Association over the last five years for:

- Promotional and marketing events.
- Promotional advertising, marketing and public relations material.
- Improvement of the branding of the Centre.
- Centre management, including employment of a Centre Coordinator.
- Installation of Centre décor and displays.
- Works to enhance the appearance and amenity of the Centre in addition to those provided generally by Council.
- Incidental costs related to the above including expenses related to the declaration and levying of the Rate.

The Association has proposed a budget of \$75,000 for its programs in the first year of the Special Rate, with the annual CPI increases for each of the subsequent years after the first year.

The Reservoir Village Trader Association believes the fixed amount will provide the necessary funding to sustain a pro-active marketing approach and promotional campaign to assist Reservoir Village Business District to remain competitive.

The viability of the Reservoir Village Business District as one of Darebin's Major Activity Centres with a mix use of retail and professional services will be dependent on its ability to be represented as a cohesive management group of businesses, allowing them to unite in effectively responding to external threats or opportunities so to protect their investment in the Darebin community.

The Reservoir Village Trader Association wishes to remain self-sufficient and to have the ability to provide a cohesive, holistic approach to marketing, promotion and to provide services to the centre over and above Council's standard services.

It has been practice with all Council's Special Rate schemes for 100% of the money raised by the scheme to be paid directly to the business association's elected account, over instalments throughout the year. The relevant association spends the funds as specified in the Special Rate Declaration and in accordance with an agreement between them and Council which requires annual budgets, regular financial reporting and audited annual financial statements.

Survey of businesses

Prior to the commencement of any formal process, a survey has been conducted with the 95 business operators in Reservoir Village Business District. The survey evaluated the effectiveness of the current marketing levy and ensures that there is enough support within the business community for the rate to be renewed. A total of 36 responses were received with the majority (67%) indicating that they were favourable towards the renewal of the scheme. This majority enables Council to consider the formal process of proposing the intention to declare a further levy. A summary of the survey results is attached as **Appendix C**.

Options for Consideration

That Council endorse the intention to make a declaration of a Special Rate for the encouragement of business and commerce in the Reservoir Village Business District.

That Council do not endorse the intention to make a declaration of a Special Rate.

Financial and Resource Implications

- Council's contribution in providing resources for the set up and administration over the five years of the Special Rate Scheme is estimated to be \$10,000. This amount will not be recovered from the Reservoir Village Trader Association. It will be absorbed in Council's Economic and Business Development budget.
- The Capital Improved Value (CIV) of commercial properties used to calculate the Special Rate Scheme is based on Council's 2016 valuations.

Risk Management

If the Special Rate Levy is not endorsed there is a risk that:

- Centre presentation will decline.
- Customer numbers and overall performance of the retail precinct will decrease.
- Council's reputation will be negatively impacted.

Policy Implications

Legislative

The *Local Government Act 1989* requires that Council must determine a number of matters when considering declaring a new Special Rate or Special Rate Renewal. These include:

- a) The total cost of the Special Rate

The total cost of implementing this Rate would include:

- The annual amount which the Association has budgeted to spend on various marketing, promotional and other activities; and
- Council's own administrative costs in relation to the scheme.

With regard to the Association's programs, as stated above it has budgeted to spend \$75,000 in the first year of the scheme and requests that this amount rise each subsequent year in line with CPI increases, for the remainder of the scheme.

- b) The total amount of the Special Rate to be levied

In addition to the total cost of the scheme, Council must then decide the maximum amount that is able to be levied on liable property owners. Once this amount is set, Council cannot levy any amount greater than this figure.

The Act provides that Council must calculate the above amount in accordance with the following formula:

$$R \times C = S$$

R is the 'benefit ratio' which is the percentage of the total cost that Council determines is able to be levied. It takes into account whether there are properties Council believes will derive a 'special benefit' and are to be levied, and others which also receive such a benefit but which aren't to be levied (such as non-commercial community facilities).

Council must also determine if there is a clear, direct and tangible 'community benefit' provided by the scheme that cannot be rated to the shops. This must be attributed to, and paid for, by Council.

The community benefit **C** has been assessed and equates to zero.

C is the 'community benefit ratio' which is calculated in circumstances where Council considers that the services and activities to be provided from the proceeds of the Special Rate, all being for the purpose of marketing, management and development of the Centre, will only benefit the commercial properties (all of which are rateable land) included in the Scheme area.

S is the maximum amount that can be levied. With regard to the 'benefit ratio', it is considered that all the commercially zoned properties (ground floor only) shown on the map and detailed in the list annexed to the attached proposed declaration, will receive a special benefit through increased economic activity. There are no rateable properties identified within this area which should not be levied in the Rate renewal. Also, it is considered that there are no separate 'community benefits' that can be measured which might accrue from the existence of the scheme. Any benefits to people visiting the businesses in the Centre will accrue to the businesses themselves.

Therefore, the total maximum amount that can be levied on liable property owners would be 100% of the total cost of the Scheme.

It has however been practice in previous schemes for Council to not recover its administrative costs from liable properties, and to only levy those costs incurred by the Association. It is proposed that this practice continue for the new scheme. Council's contribution is \$10,000 over the life of the scheme; by providing its own resources towards the benefit of the Centre is not inconsiderable and is highlighted for the record.

c) The criteria to be used as the basis for declaring the Special Rate

Council needs to specify the methodology it will use in determining how the payment of the Rate is to be apportioned amongst the benefiting properties. In this instance, it is proposed that all properties will pay a specific amount calculated against the rate in the dollar of their Capital Improved Value, in order to raise the total amount to be levied for each year to meet the Reservoir Village Trader Association's annual budget.

- 1 – 77 Edwardes Street (inclusive)
- 2AA – 84B Edwardes Street (inclusive)
- 251 – 325 Spring Street (inclusive)
- 1 and 2 Ralph Street (inclusive)
- 2A Byfield Street

Statutory Process

The Act requires Council to give public notice of a proposed declaration of the Special Rate and write to all people who will be liable to contribute. The proposed Declaration for this Special Rate has been prepared in accordance with the Act.

Owners (or occupiers who would pay the rate as a condition of their lease) may object to the proposal within 28 days. If objections are received from more than fifty per cent of persons liable, Council will be prevented from making the declaration and the scheme cannot proceed.

Economic Development

The outcomes provided by a Special Rate Levy are essential to promoting the unique characteristics of the Reservoir Business District to the local and wider communities. The events, marketing and promotional activities that are held in Reservoir attract people from neighbouring suburbs and provides a boost to the local economy which is key to maintaining a strong and vibrant centre.

Environmental Sustainability

There are no factors in this report which impact upon environmental sustainability.

Human Rights, Equity and Inclusion

There are no factors in this report which impact on human rights, equity and inclusion.

Other

There are no other factors which impact on this report.

Future Actions

Should Council resolve to proceed with the intent to re-introduce the Special Rate Levy, the following would occur:

- Public Notice of Council's Intention to Declare the Special Rate will be advertised in The Preston Leader and Northcote Leader newspaper, and individual letters, including a copy of the public notice, will be sent to all property owners and occupiers (businesses).
- A person affected by the Special Rate Levy may make a written submission or objection (which may include a request to be heard) to Council, within 28 days of the publication of this notice. This will be considered in accordance with sections 163A, 163B and 223 of the *Local Government Act 1989*. Submissions and objections will be directed to the Business Development Coordinator and Council's Hearing of Submissions Committee will be convened to hear persons who wish to be heard in support of their submission or objection.
- Following this, a further report will be made to Council outlining all submissions and objections. Council will then resolve to either adopt or abandon the scheme.
- If the scheme is adopted, affected persons then have a period of 30 days to lodge an objection with the Victorian Civil and Administrative Tribunal.

Consultation

- Reservoir Village business owners and occupiers (95)
- Reservoir Village Trader Association
- Senior Rates Officer

Related Documents

- *Local Government Act 1989*
- Tourism Strategy : A Destination Plan for Darebin 2016-2021
- Reservoir Master Plan

Attachments

- Proposed amount calculated for each property (**Appendix A**) [↓](#)
- Map of Proposed Reservoir Village Business District (**Appendix B**) [↓](#)
- Summary of Business Survey results (**Appendix C**) [↓](#)

Disclosure of Interest

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

The Officer reviewing this report, having made enquiries with relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

Proposed amount calculated for each property - Reservoir Village Business District Special Rate Levy in Year One

Assessment Number	CIV (2016)	Amount payable 2017/2018	Assessment Number	CIV (2016)	Amount payable 2017/2018	Assessment Number	CIV (2016)	Amount payable 2017/2018
25292	5,580,000	5,966.20	27421	1,640,000	1,753.50	27664	695,000	743.10
25293	905,000	967.65	27422	780,000	834.00	27666	1,770,000	1,892.50
25294	945,000	1,010.40	27436	505,000	539.95	27667	1,210,000	1,293.75
25295	625,000	668.25	27437	490,000	523.90	27668	745,000	796.55
25296	610,000	652.20	27626	575,000	614.80	27670	615,000	657.55
25297	625,000	668.25	27630	350,000	374.20	27672	560,000	598.75
25298	630,000	673.60	27631	500,000	534.60	27673	495,000	529.25
25299	660,000	705.70	27633	530,000	566.70	27674	495,000	529.25
25300	1,240,000	1,325.85	27635	540,000	577.40	27675	495,000	529.25
25302	935,000	999.70	27636	415,000	443.70	27676	445,000	475.80
25303	615,000	657.55	27637	415,000	443.70	27677	770,000	823.30
25304	525,000	561.35	27638	415,000	443.70	28407	465,000	497.20
25305	835,000	892.80	27639	355,000	379.55	56279	750,000	801.90
25306	1,260,000	1,347.20	27640	540,000	577.40	57391	570,000	609.45
25308	1,230,000	1,315.15	27641	600,000	641.55	57738	445,000	475.80
25309	685,000	732.40	27643	625,000	668.25	57739	660,000	705.70
25312	755,000	807.25	27644	835,000	892.80	58426	1,860,000	1,988.75
25313	460,000	491.85	27645	720,000	769.85	62691	530,000	566.70
25315	735,000	785.85	27646	455,000	486.50	62692	460,000	491.85
25317	765,000	817.95	27647	680,000	727.05	62693	450,000	481.15
25318	710,000	759.15	27648	730,000	780.55	62694	450,000	481.15
25319	685,000	732.40	27649	675,000	721.70	66089	605,000	646.85
25321	955,000	1,021.10	27650	805,000	860.70	66090	605,000	646.85
25322	550,000	588.05	27651	1,200,000	1,283.05	66408	865,000	924.85
25325	955,000	1,021.10	27657	865,000	924.85	66409	770,000	823.30
25327	370,000	395.60	27658	735,000	785.85	66410	770,000	823.30
25329	725,000	775.20	27659	385,000	411.65	66411	300,000	320.75
27411	410,000	438.40	27661	2,590,000	2,769.25	67032	1,220,000	1,304.45
27412	375,000	400.95	27662	645,000	689.65	67033	925,000	989.00
27413	405,000	433.05	27663	1,180,000	1,261.65	68053	615,000	657.55

*CIV – Capital Improved Value as at January 2016 level

Map of Proposed Reservoir Village Business District Special Rate Levy



Business Survey Summary – Proposed Renewal of the Reservoir Village Business District
Special Rate Levy

SNAPSHOT OF RESULTS – 95 Properties 36 Responses Response rate 38%

0 = Not Important 10 = Very Important

How important is it for a local retail centre to have a Special Rate Scheme where the centre as a whole is promoted?													
	0	1	2	3	4	5	6	7	8	9	10	Not Completed	Total
Responses	3	1	0	0	0	3	1	1	5	2	20	0	36
% of overall responses	8.3	2.8	0.0	0.0	0.0	8.3	2.8	2.8	13.9	5.6	55.6	0.0	100%

How do you rate the effectiveness of the Reservoir Traders Association in promoting the Reservoir Village Business District?													
	0	1	2	3	4	5	6	7	8	9	10	Not Completed	Total
Responses	2	1	1	1	0	8	1	5	2	6	7	2	36
% of overall responses	5.6	2.8	2.8	2.8	0.0	22.2	2.8	13.9	5.6	16.7	19.4	5.6	100%

Would you support the renewal of the Special Rate Scheme for a further five (5) year period?				
	Yes	No	No Response/Unsure	Total
Responses	24	8	4	36
% of overall responses	67%	22%	11%	100%

6.3 PRESTON MARKET PARKING AGREEMENT**Author:** Manager Health and Compliance**Reviewed By:** Director Civic Governance and Compliance

Report Background

On 17 October 2016, Council entered into an amended section 90D Agreement (Agreement) with the Preston Market management as a trial to undertake parking enforcement at the market. The Agreement expires on 27 April 2017 therefore this report seeks Council's approval to extend the trial for a further three month period, 29 July 2017, to allow the collection and analysis of data to determine if a longer term agreement is viable.

Previous Council Resolution

This matter is not the subject of a previous Council resolution.

Previous Briefing(s)

This matter has not previously been to a Councillor Briefing.

Council Plan Goal/Endorsed Strategy

Goal 6 - Open and Accountable Democracy

Summary

Council signed a Parking Agreement to enforce parking provisions at the Preston Market in July 2016. The Agreement was varied on 17 October 2016 as Council renegotiated the enforcement commencement date of 29 October 2017.

The new end date will be 29 July 2017 to allow more data to be collected and better analysis to inform Council as to whether or not to continue to enforce parking provisions at the Preston Market.

Recommendation

That Council:

- (1) Resolves to extend the current Parking Agreement with the Preston Market management expiring 29 April 2017 for a further three month period.
 - (2) Resolves for officers to sign the extended agreement under delegation on behalf of Council.
 - (3) Notes a further report will be provided to Council prior to 29 July 2017 with information related to the data analysis.
-

Introduction

Private parking enforcement agreements are entered into by Council to help prevent illegal or unauthorised parking on privately owned land and to encourage compliance with parking rules and regulations. The benefit to the community in enforcing parking restrictions on private land at the Preston Market is to enable visitors to access the Market and to prevent commuters and others occupying spaces on an all-day basis, thus restricting parking availability for market shoppers.

A Parking Agreement to enforce parking provisions at the Preston Market car park commenced on 29 October 2017. The Agreement was signed under officer delegation and in accordance with section 90D of the *Road Safety Act 1986* which provides the context for agreements between private land owners and their respective municipal council for the provision of parking services, including the issuing of infringement notices.

Issues and Discussion

Commencement of parking enforcement under the Agreement signed in October 2016 was delayed to provide visitors with time to adjust to the new parking arrangements. Additionally, various problems were encountered, including community concern about the new ticket machines and confusing signage. Consequently, Council's parking enforcement was suspended for a period of time until the identified issues were resolved.

Due to the delays outlined above, parking enforcement of the Preston Market Car Park didn't recommence until 18 February 2017. Under the new arrangements, no ticket is required for the first two hours when the market is open and the machines will issue a 'Pay and Display' ticket for paid parking. Visitors no longer need to enter a registration number.

The benefit to the community in enforcing parking restrictions at the Preston Market is to enable visitors to access the Market and to prevent commuters and others occupying spaces on a daily basis.

The potential misuse of limited parking spaces in this premium location will have a consequential impact on Preston Market Traders.

Council has received no complaints in relation to enforcement of the Preston Market under the current arrangements.

Financial and Resource Implications

The table below shows parking enforcement infringements issued at the Preston Market from 18 February 2017 to 15 March 2017 inclusive.

Offence Type	Dollar Value of Offence	Number of Infringements
Parked - Failed to pay fee	\$78.00	342
Parked - Not completely within a parking bay	\$78.00	4
Parked for a period longer than indicated	\$78.00	4
Stopped on a Painted Island	\$93.00	4
Stopped - In a loading zone	\$155.00	8
Stopped - In a loading zone longer than 30 minutes	\$155.00	4
Stopped - In a no stopping area	\$155.00	72
Stopped-In a parking area for people with dishabilles	\$155.00	1
TOTAL		439

A conservative clearance rate based on 70% (currently 82%) would yield revenue of \$28,383 per month.

Risk Management

This is only a small sample upon which to evaluate and driver behaviour may change over time.

An extension to the current agreement of three months would allow more data to be collected and better analysis to occur. This would enable Council to be better informed as to whether or not to continue with the Agreement after the new expiry date.

Policy Implications

Economic Development

Enforcement of parking restrictions is intended to make it easier for customers to access parking at the Preston Market. This will in turn provide economic benefit to traders by increasing the number of visitors to the Preston Market.

Environmental Sustainability

There are no factors in this report which impact upon environmental sustainability.

Human Rights, Equity and Inclusion

The principles and values that underpin Darebin Council's Equity and Inclusion Policy and associated Equity and Inclusion Tool have been applied to the changes introduced to parking procedures at the Preston Market.

The parking instructions on the signs are easily visible, clear and in simple English. Drivers from CALD who have attained a suitable Drivers licence are unlikely to be challenged by the language on the parking signs. The parking signs (like most of the traffic and street parking signs in proximity to the market) meet the requirements for people with low vision.

In summary the parking procedures at the Preston Market do not breach the spirit or intent of Council's Equity and Inclusion Policy.

Other

There are no other factors which impact on this report.

Future Actions

- Confirm Council's support for an extension of time to the current Parking Agreement with the Preston Market Developments Pty Ltd.
- Prepare a revised Parking Agreement in accordance with section 90D of the *Road Safety Act 1986*.
- Conduct a thorough review into the viability of providing parking enforcement services at the Preston Market prior to the expiry of the new Parking Agreement.

Consultation and Advocacy

- Preston Market Developments Pty Ltd
- Coordinator Civic Compliance
- Coordinator Equity and Diversity

Related Documents

- Section 90D Parking Agreement
- *Road Safety Act 1986*

Attachments

Nil

Disclosure of Interest

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

The Officer reviewing this report, having made enquiries with relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

**6.4 APPOINTMENT OF INDEPENDENT MEMBER OF THE
AUDIT COMMITTEE****Author:** Manager Corporate Risk**Reviewed By:** Director Corporate Services

Report Background

The Audit Committee is an Advisory Committee appointed by the Council pursuant to section 139 of the *Local Government Act 1989* to assist Council in fulfilling its responsibilities relating to risk management and financial management, control and reporting requirements. The Committee comprises of two Councillors and three external members, one of whom is currently the Chairperson.

Previous Council Resolution

This matter is not the subject of a previous Council resolution.

Previous Briefing(s)

This matter has not previously been to a Councillor Briefing.

Council Plan Goal/Endorsed Strategy

Goal 6 - Open and Accountable Democracy

Endorsed Strategy 6.1 – Good Governance

Summary

At the Council Meeting held on 18 November 2013, the appointment of Mr Michael Said as an external member to the Audit Committee was resolved. Council determined that Michael Said's appointment to the Audit Committee be for a three year term (expiring December 2016) with the option of a further one year term (expiring December 2017) by mutual consent.

As Michael Said's three year term has now lapsed, it is proposed not to extend his appointment for an additional year, rather advertise to seek expressions of interest for a new external member to be appointed to the Audit Committee.

Recommendation

That Council:

- (1) Resolves not to take up its option to extend the appointment of Mr Michael Said's position as an external member of Council's Audit Committee and to instead seek expressions of interest for an alternative independent member of the Audit Committee.
 - (2) Delegates the appointment and contracting of a new external member of the Audit Committee to the two Council representatives of the Audit Committee, following consultation with other Councillors.
 - (3) Resolves to have the Director Corporate Services write a letter of appreciation to Mr Michael Said for his three year tenure and contribution to the Audit Committee and the City of Darebin.
-

Introduction

The Audit Committee is an Advisory Committee appointed by the Council pursuant to section 139 of the *Local Government Act 1989* to assist Council in fulfilling its responsibilities relating to risk management and financial management, control and reporting requirements. The Committee comprises of two Councillors and three external members, one of whom is currently the Chairperson.

Issues and Discussion

The Audit Committee plays an important role in assisting Council with its oversight of financial management, risk management, internal controls and external reporting. It forms a key part of Council's governance framework.

External members are appointed by Council with an appropriate balance of local government regulatory knowledge, finance, and audit or management experience. Members of the Audit Committee require a high level of expertise and commitment to fulfil their role. In accordance with the Special (Statutory) Council meeting on 14 November 2016, external members are to be appointed for a minimum two year term with an option for a further two year term by mutual consent.

At the Council Meeting held on 18 November 2013, the appointment of Mr Michael Said as an external member to the Audit Committee was resolved. Council resolved that Mr Said's appointment to the Audit Committee be for a three year term (expiring December 2016) with the option of a further one year term (expiring December 2017).

Mr Said's three year term has now lapsed, it is proposed not to extend his appointment for an additional year, rather advertise to seek expressions of interest for a new external member to be appointed to the Audit Committee.

The opportunity to seek a new external member to the Audit Committee is timely, bringing objectivity to the role, aligning values and vision of the newly appointed Council to achieve its outcomes, and streamlining administrative and overhead burdens whilst not compromising transparency.

Options for Consideration

1. Council supports not to extend Mr Michael Said's appointment as an external member of Council's Audit Committee for an additional optional one year, rather seek expressions of interest to appoint a new external member to the Audit Committee.
2. Council extends Mr Michael Said's appointment for the additional optional one year and prepares to seek expressions of interest to appoint a new external member to the Audit Committee in December 2017.

Financial and Resource Implications

Costs associated with advertising for an external member of the Audit Committee will remain within current budget.

External Audit Committee members for 2017 are paid an allowance of \$1,435 and the Chairperson \$1,819.50 per meeting. These costs are in accordance with current budget and have no financial implication upon the appointment of a new external member.

Risk Management

The next meeting of the Audit Committee is scheduled to be held on 8 May 2017 and it is unlikely that the recruitment process will be completed with an external member appointed in time. For the purposes of a quorum, three members (including one or more Councillors) will be necessary to transact business of the committee. It is likely that a quorum will be met for the meeting on 8 May to proceed in the absence of a third external member.

Whilst Mr Michael Said has chaired the first meeting for 2017, there is no contractual obligation to continue his term until December 2017 unless the Council agree to such an extension.

Policy Implications**Economic Development**

There are no factors in this report which impact upon economic development.

Environmental Sustainability

There are no factors in this report which impact upon environmental sustainability.

Human Rights, Equity and Inclusion

There are no factors in this report which impact on human rights, equity and inclusion.

Other

There are no other factors which impact on this report.

Future Actions

- If Council resolves to support the cessation of Mr Michael Said's appointment as an external member of the Audit Committee, the Director Corporate Services will write to Mr Said on behalf of the Council to formally inform him that his term has now ceased and to thank him for his contribution to the Audit Committee for the past three years.
-

The recruitment of the third external member of the Audit Committee will commence immediately after informing Mr Michael Said that his appointment has ceased. The selection process will involve advertising in The Age and local newspapers, short listing of applicants as required, and undertaking of interviews with a nominated selection panel. The appointment and contracting of a new external member of the Audit Committee will be resolved by the two Council representatives of the Audit Committee, following consultation with other Council members.

Consultation and Advocacy

- Director Corporate Services
- Director Civic Governance and Compliance
- Executive Manager Finance
- Coordinator, Equity and Diversity

Related Documents

- Audit Committee Charter

Attachments

Nil

Disclosure of Interest

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

The Officer reviewing this report, having made enquiries with relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

6.5 2016/2017 CAPITAL WORKS Q3 BUDGET REVIEW**Author:** Manager Strategic Assets Management**Reviewed By:** Director City Futures and Assets

Report Background

This report is provided to seek Council approval for changes to the 2016/2017 Capital Works Program budgets.

Previous Council Resolution

This matter is not the subject of a previous Council resolution.

Previous Briefing(s)

This matter has not previously been to a Councillor Briefing.

Council Plan Goal/Endorsed Strategy

Goal 1 - Vibrant City and Innovative Economy

Strategy 1.5 – Existing and new physical assets and infrastructure

Summary

In June 2016, Council adopted the 2016/2017 Budget. The budget included a 2016/2017 Capital Works Program with a value of works budgeted at \$41.522M. Carry forward projects from 2015/2016 were initially forecast at \$5.055M, ended up at \$6.573M, creating a program of works with a total value of \$43,130,443 (adjusted budget) at the start of the 2016/2017 financial year.

Income and expenditure items are estimated at budgeting time and are often subject to changes during the course of the year. Sometimes additional grants are received which increases the funds available for expenditure or other projects may not proceed, reducing overall expenditure.

A third quarter financial review for the 2016/2017 Capital Works Program was completed in mid-March 2017 to identify any major changes that have occurred since the budget adoption.

Overall, the third quarter budget review projects a revised expenditure total of \$51.678M, which includes planned carry forwards of \$6.36M and delivers a surplus to Council of \$0.451M. Of the \$6.36M carry forwards from the 2016/2017 financial year, over \$5.5M is currently committed under contract or will be under contract by end June 2017, and all carry forwards are expected to be completed by end December 2017. The carry forwards mainly result from timing delays due to external factors and contractor availability issues. Impacts such as these are not uncommon for a program of this scale.

Recommendation

That Council adopts the revised capital works budget provided at **Appendix A** of this report which provides for total expenditure of \$51,677,538, including projected carry forward of \$6,360,571 of funds to the 2017/2018 budget for projects that are unable to be completed within the 2016/2017 financial year.

Introduction

The need to continue to provide existing services through existing assets and the ongoing desire for the provision of additional services from both existing and new assets drives Council to prepare and execute an annual capital works budget.

In order to fund the capital works budget each year Council allocates funds from general revenue, takes loans, utilises reserves and sources grants and other funds from the State and Commonwealth Governments. The budget is based on estimates prepared by officers based on the best available knowledge prior to the budget being adopted by Council.

Issues and Discussion

Why do project budgets change?

The budgets provided for each project are based on estimated costs. These cost estimates may be prepared on a basis of a quotation from a supplier, past experience, current contract rates. As projects are tendered and actual costs are identified, the result may be more or less than the initial estimate. These actual costs can be influenced by market forces, many of which are unable to be foreseen by the officers preparing cost estimates at budget time.

During the course of the year, new projects evolve – such as the purchase of Ruthven, Lakeside and 48 Rona Street sites – which require additional funds to be drawn from reserves or sought from project savings.

Grant funding received from external organisations is often included in the budget on the basis of a funding application which is yet to be approved. Sometimes the grant funding received is more or less than what was applied for, other times grant funding is applied for and received during the year (outside of the normal budget process) and other times grant funding can be made available and given to Council without a funding application being made.

Overall Mid-Year Budget Review

Appendix A provides a full listing of every project in the 2016/2017 Capital Works Program.

The budget impacts at a program area level are summarised in Table 1, below:

Program Area	Advertised Budget	Carry Forward Adjustment	Adjusted Budget	Change to External Funds	Change to Reserves	Change to Council Funds	CF	Revised Budget
ROADS	\$6,870,000	-\$17,385	\$6,852,615	\$26,872	\$0	\$323,513	\$1,485,000	\$7,203,000
FOOTPATHS	\$1,645,000	\$0	\$1,645,000	\$0	\$0	-\$84,200	\$0	\$1,560,800
BICYCLES	\$2,292,000	\$0	\$2,292,000	-\$60,000	\$0	-\$450,000	\$0	\$1,782,000
TRANSPORT AND ROAD SAFETY	\$3,011,000	\$38,300	\$3,049,300	\$0	\$0	-\$30,664	\$120,000	\$3,018,636
DRAINS	\$2,223,000	\$205,804	\$2,428,804	-\$44,750	\$0	\$11,756	\$550,000	\$2,263,890
OPEN SPACE	\$9,154,000	\$760,772	\$9,914,772	\$68,590	\$7,572,500	\$116,712	\$1,507,075	\$19,122,574
BUILDINGS	\$10,345,000	\$19,969	\$10,364,969	\$0	\$0	-\$469,975	\$1,626,496	\$9,894,994
FLEET	\$2,193,000	\$340,290	\$2,533,290	\$99,000	\$0	-\$38,290	\$777,000	\$2,594,000
INFORMATION TECHNOLOGY	\$2,043,000	\$512,162	\$2,280,162	\$0	\$0	\$77,274	\$295,000	\$2,357,436
PLANT AND EQUIPMENT	\$1,746,000	\$23,531	\$1,769,531	\$17,899	\$0	\$92,778	\$0	\$1,880,208
TOTALS	\$41,522,000	\$1,883,443	\$43,130,443	\$107,611	\$7,572,500	-\$451,096	\$6,360,571	\$51,677,538

Table 1 – Summary of Changes to Program Area Budgets

Discussion of notable changes at project level are provided below:

Projects with reduced budgets

Project	Reduction	Explanation
ROADS		
Dundas Street Bridge Design	-\$10,000	Tendered price was lower than expected.
Merri Creek Pedestrian Bridge Design (Beavers Road)	-\$40,000	Tendered price was lower than expected.
Road Resurfacing Program	-\$200,000	Tendered price was lower than expected.
Road Rehabilitation – McGregor Street	-\$49,000	Works to be undertaken as part of the 2017/2018 program.
Road Rehabilitation – High Street	-\$168,000	Necessary changes to scope significantly increased the budget required to complete this project significantly beyond the original budget.
FOOTPATHS		
Fairfield Village Streetscape Masterplan	-\$100,000	Works to Telstra pits were removed from the project scope.
BICYCLES		
Creek Corridors Shared Path Improvements	-\$60,000	Scope of works reduced due to not receiving budgeted external funds from Banyule City Council.
St Georges Road Bicycle Path Improvements	-\$450,000	Melbourne Water advised that these funds would not be required to contribute to works.
TRANSPORT AND ROAD SAFETY		
Active Transport Partnerships	-\$40,000	Funds not required.
Blackspot Treatments	-\$13,293	Works completed for less than expected.
DRAINAGE		
Drainage Improvement – 197 Edwardes Street, Reservoir	-\$65,955	Project savings due to underground services relocation costs not required due to efficient design, also low tender price was received from new contractor seeking to establish foothold in the market.
Drainage Improvement – Wilson Boulevard Park	-\$9,629	Works completed for less than expected.

Strategic Water Outcomes for Darebin	-\$36,175	Reduction in external funding and corresponding reduction in Council funding requirement and scope of works.
TW Blake Community Park Water Sensitive Design	-\$70,000	Project was able to be funded via another project.
OPEN SPACE		
Active Recreation Infrastructure	-\$10,000	Tendered price was lower than expected.
Active Spaces	-\$1,250	Project saving.
Batman Park Masterplan Implementation	-\$100,000	Tendered price was lower than expected. Scope of works was reduced as footpath renewal was undertaken via the park paths program.
Bundoora Park Golf Course Infrastructure	-\$25,000	Weather impacted start date causing works to be unable to be completed as originally scoped.
Former Preston Girls School	-\$190,000	Issues with failure to secure lease arrangement with the Department of Education and Training meant that these works could not proceed as planned.
Northcote Golf Course Infrastructure Asset Upgrades	-\$1,052	Project saving.
Outdoor Multi-Purpose Sports Courts	-\$7,762	Project saving.
SRV Community Facility Funding Program (WH Robinson Reserve Pavilion)	-\$90,000	Reduction in external funds from SRV.
BUILDINGS		
Darebin Multi-Sports Stadium	-\$545,000	Design works unable to be completed in the financial year due to inability to finalise a location for the facility. Funding for design works to be referred to the 2017/2018 Capital Works Program.
East Preston Neighbourhood House	-\$70,000	Tendered price was lower than expected.
Former Preston Police Station Demolition	-\$85,000	Budget estimate was based on a desktop assessment report that was completed four years ago. Tendered price was lower than expected.
NARC Masterplan Urgent Repair and Renewal Works	-\$200,000	Roof replacement removed from scope of works.
Northcote Family Centre Works	-\$8,000	Project was re-scoped prior to seeking quotations. Quotes received were lower than original estimate.
Northcote Town Hall Façade Remediation Works	-\$50,000	Project combined with Preston Town Hall Conservation works as both projects involve the same type of consultants.
Public Toilet Strategy Implementation	-\$69,000	Tendered price was lower than expected.
Regional Animal Welfare Facility	-\$72,000	Saving made from contingency amount that was not required.
Thornbury Kindergarten Fencing Design	-\$11,975	Project scope altered to allow for design rather than works. Works to be referred to the 2017/2018 Capital Works Program.
FLEET		
Heavy Vehicular Plant Replacement	-\$123,290	Reduction in spending in 2016/2017 as income from carry-forward projects will not be received in 2016/2017 (-\$123,000) and project saving (\$290).

INFORMATION TECHNOLOGY		
Aged and Disability System Replacement	-\$3,262	Works were able to be completed for less than original estimate.
GPS Tracking and Camera System	-\$19,464	Installation of GPS and cameras required less work than initially expected as the vehicles were partially set up to hold/allow GPS and camera equipment.
PLANT AND EQUIPMENT		
Christmas Decorations	-\$7,000	Original scope required construction of a storage facility, however pre-existing storage was able to be used at a lower cost.
Merrilands Community Centre Chair Replacement	-\$5,722	Project saving.

Projects with Increased budgets

Project	Increase	Explanation
ROADS		
Embankment Stabilisation – Walker/McLachlan	\$450,000	Additional funds required due to the discovery of contaminated soil which was not identified in earlier soil tests. This amount represents a worst-case scenario that now assumes every cubic metre to be removed is going to be contaminated, however it also includes a 30% reduction in quantity to allow for less or non-contaminated materials and re-use in situ.
Road Rehabilitation – Northernhay/Alexandra	\$227,385	Reported to Council on 18 April 2016. Scope of works increased to add water sensitive urban design and tender was higher than estimate.
Road Rehabilitation – Chifley Drive	\$140,000	Insufficient funds were carried forward from 2015/2016. Works to be carried forward to 2017/2018.
FOOTPATHS		
Walking Initiatives	\$15,800	Tenders received were higher than estimates.
TRANSPORT AND ROAD SAFETY		
Public Transport Partnerships	\$2,629	Additional funds required to relocate a bus shelter which was identified during consultation after the budget estimate was prepared.
Signs and Lines	\$20,000	Increased customer expectations and enquiries that require additional signs and lines to be installed to address community safety.
DRAINS		
Drainage Improvement – Fulham Road	\$16,845	Originally a 2015/2016 project and works completed in the 2015/2016 financial year, additional funds were required to cover the cost of variation which was not approved until October 2016.
OPEN SPACE		
All Nations Park Activation	\$71,331	Additional funds required to provide for footings and replace/renew assets directly adjacent to site.
Darebin Parklands Entry	\$10,464	Tenders received were higher than estimates.
Gateway Beautification	\$212	Project overrun.

Greenstreets Implementation	\$1,044	Project overrun.
Greenstreets Tree Removal and Planting Program	\$3,813	Project overrun.
Inner-City Netball	\$75,000	Not in original budget, funds received from SRV
JCMP Sportsfield Lighting	\$95,000	Successful tendered price was in excess of budget and additional funds required to act as contingency for high risk excavation of landfill.
JCMP Synthetic Soccer Pitches	\$1,450,000	Project was added to the budget by resolution of Council on 5 September 2016.
Land Acquisition Fund – Ruthven, Lakeside, Rona	\$7,682,500	Project was added to the budget by resolution of Council on 5 September 2016 (Ruthven & Lakeside) and 12 December 2016 (Rona).
Major Streetscape Masterplan Implementation - JUMP	\$99,912	Project cost was estimated too low in the original business case.
Reservoir Streetscape Masterplan Implementation	\$50,000	Tendered price was higher than estimate. Pop-up park was removed from scope to contain budget increase.
Sporting Pavilion and Sportsfield Lighting Design	\$10,000	Additional \$10,000 required to fund geotechnical and structural engineering assessments at Pitcher Park and Snake Gully Drive, Bundoora.
Sportsfield Irrigation Renewals and Upgrades	\$19,590	Additional \$19,590 of income received from Yarra Valley Water in compensation for a drop in pressure of water supplied to Donath Reserve. Funds to be used for purchase and installation of pumps and tanks at Donath Reserve.
Synthetic Wicket Replacement	\$4,000	Additional \$4,000 of income received from Cricket Victoria.
Warm Season Turf Establishment and Sportsground Upgrades	\$60,000	Additional \$60,000 of income received from Northcote High School to fund installation of an irrigation system in the oval at Merri Park.
BUILDINGS		
Building Roof Renewals	\$5,000	Costs were higher than expected.
DISC Cycling Infield Barrier and Safety Gate	\$143,000	Detailed design identified additional cost elements which were not factored into the original business case.
Former Preston RSL Demolition	\$183,000	Budget estimate was based on a desktop assessment report that was done four years ago. Cost to undertake works would increase by \$40,000 if not undertaken in conjunction with demolition of the rear of the former Preston Police Station (also in 2016/2017).
Office Accommodation	\$35,000	Additional staff accommodation works required following restructure.
PRACE Portables	\$200,000	Insufficient funds allocated in the original budget to create a functional portable building and associated works (e.g. service connections, landscaping) as per user requirements.
Preston Town Hall Conservation Works	\$50,000	Project combined with Northcote Town Hall façade works (\$50,000). Budget transferred from other project.
Roof Access Safety	\$5,000	Additional funds required to complete roofing safety works at Reservoir Community Learning Centre.

Upgrade Preston City Hall Fire Escape Stairway	\$20,000	Original estimate was found to be insufficient following detailed design work prior to construction.
FLEET		
Light Vehicular Plant Replacement	\$184,000	\$184,000 of additional income was received from trade-ins due to carry forward of sales from 2015/2016. Additional funds required for purchases of vehicles left over from the 2015/2016 replacement list.
INFORMATION TECHNOLOGY		
Health Protection Software	\$100,000	Additional funds required to acquire customised software (not off the shelf as conceived in the original specification) and for integration to the financial system.
PLANT AND EQUIPMENT		
Library Product Purchase	\$17,899	Additional expenditure funded by external funding received from the Premier's Reading Program.
Replacement of Mobile Garbage, Green Waste and Recycling Bins	\$105,500	Additional funds required to meet demand for bins and also to deal with late invoices received from 2015/2016 purchases.

Projects that will require carry forward of funds to 2017/2018

Project	Carry Forward Request	Explanation
ROADS		
Road Rehabilitation Program – Cornwall Street	\$205,000	Commencement of project preparation was delayed.
Road Rehabilitation Program – Holly Street	\$287,000	Commencement of project preparation was delayed.
Road Rehabilitation Program – Ilma Grove	\$213,000	Commencement of project preparation was delayed.
Road Rehabilitation Program – Simpson Street	\$470,000	Commencement of project preparation was delayed.
Road Rehabilitation – Chifley Drive	\$310,000	Commencement of project preparation was delayed.
TRANSPORT AND ROAD SAFETY		
Active Transport Infrastructure Partnerships	\$120,000	Commencement of project was delayed.
DRAINS		
DISC – Stormwater Harvest & Flood Mitigation	\$550,000	Commencement of construction was delayed by the presence of contaminated soil (found during soil tests) and also with regard to uncertainty relating to user agreements for the use of the north-east soccer pitch.
OPEN SPACE		
Batman Park Masterplan Implementation	\$100,000	Funds to be carried forward into 2017/2018 to upgrade entryway to the park. These works are on hold due to renaming process.

JCMP Synthetic Soccer Pitches	\$1,400,000	Presently unable to agree on scope of works with SRV/FFV. Works unable to be completed within the 2016/2017 financial year.
John Cain Memorial Park Masterplan	\$7,075	Works on masterplan are currently on hold pending agreement from SRV and FFV on the future of their occupation at this reserve.
BUILDINGS		
DAEC Accommodation Works	\$138,000	Quotations for flooring works were greater than expected and it is proposed to carry forward the funds set aside for these works and combine them with funds that have been requested through the 2017/2018 program. If that funding application is unsuccessful, then the carry forward would not be required. Additional funds for the flooring works could not be expended in 2016/2017 as the centre will need to close for 3 months (which is best scheduled for the Jan-Mar period of each year).
NARC Feasibility Study	\$21,496	Project was delayed due to revisitation of the scope of works.
NARC Redevelopment Documentation	\$450,000	Delay in finalising the scope of the design works. Design works to include community consultation and will require 8 months to complete (November 2017).
PRACE Portables	\$675,000	Project was on hold due to insufficient funding. Time is required to complete procurement process and lead-time for manufacture of the portables.
Relocatable Kindergarten Building	\$237,000	This project is unable to proceed in 2016/2017 due to issues with the Department of Education and securing a long term lease for the proposed site.
Underground Power Supply Preston City Oval	\$105,000	Commencement of project was delayed due to uncertainty around the proposed solution and also pending decisions about the grade separation which may impact on the location of the power supply.
FLEET		
Heavy Vehicular Plant Replacement	\$777,000	Lead times for the delivery of four items of major plant will cause the expenditure on these items to occur in 2017/2018. Funds will be committed by contract in 2016/2017.
INFORMATION TECHNOLOGY		
Intranet CMS Replacement	\$145,000	Insufficient staff resources available to deliver project in conjunction with other projects. Consultants have been engaged to prepare project design, which will be completed by end of financial year to enable procurement to start early Q1 2017/18.
Website Enhancements (Phase 3 – satellite websites)	\$150,000	Project delivery has been held up by completion of phase 2 of the project (from 2015/16). Procurement process to be completed by end of 2016/17 financial year for works to start in Q1 2017/18.

Projects with changes to external funding

Project	External Funding Change	Explanation
ROADS		
Dundas Street Bridge Replacement	-\$5,000	Works cost less than expected. Reduced contribution required from Banyule City Council.
Merri Creek Pedestrian Bridge	-\$20,000	Works cost less than expected. Reduced contribution required from Moreland City Council.
Various Roads Projects	Various	Changes to Roads to Recovery funding allocations to meet funding agreement rules around timing of expenditure of funds.
BICYCLES		
Creek Corridor Shared Path Improvements	-\$60,000	External funding not received from Banyule City Council.
DRAINS		
Strategic Water Outcomes for Darebin	-\$9,750	External funds not received for this project.
TW Blake Community Park Water Sensitive Design	-\$35,000	External funds received in 2015/2016 not 2016/2017 as budgeted and were carried forward into another project (which funded this project in 2016/2017).
OPEN SPACE		
Inner City Netball	\$75,000	Project was not in original budget. Funds were received from SRV as part of an election promise for the construction of netball facilities in the north of Melbourne.
SRV Community Facility Funding Program (WH Robinson Reserve Pavilion)	-\$90,000	External funding was not received from SRV for this project.
Sportsfield Irrigation Renewals and Upgrades	\$19,590	Additional \$19,590 of income received from Yarra Valley Water in compensation for a drop in pressure of water supplied to Donath Reserve. Funds to be used for purchase and installation of pumps and tanks at Donath Reserve.
Synthetic Wicket Replacement	\$4,000	Additional \$4,000 of income received from Cricket Victoria.
Warm Season Turf Establishment and Sportsground Upgrades	\$60,000	Additional \$60,000 of income received from Northcote High School to fund installation of an irrigation system in the oval at Merri Park.
FLEET		
Heavy Vehicular Plant Replacement	\$38,000	Additional income received from sales which were budgeted to occur in 2015/2016.
Heavy Vehicular Plant Replacement	-\$123,000	Income from sale of heavy plant items which are being carried forward to 2017/2018 will not be received in 2016/2017.
Light Vehicular Plant Replacement	\$184,000	Additional income received from trade-ins budgeted to occur in 2015/2016 but were carried forward to 2016/2017.

PLANT AND EQUIPMENT		
Library Product Purchase	\$17,899	Additional funds received from the Victorian Government's Premier's Reading Program.

Options for Consideration

Option 1 – Do Nothing

Council could resolve to do nothing or make no resolution in relation to this matter.

Should Council resolve to do nothing or make no resolution in relation to the proposed revised budget, several capital works projects would not be able to proceed as they require additional funding to be approved.

Option 2 – Adopt Revised Budget

Council could approve the revised third quarter budget as presented in **Appendix A**.

The proposed revised budget reallocates funds to various projects and creates a modest saving of which can be brought forward to the 2017/2018 budget process.

Financial and Resource Implications

The proposed revised budget will produce a saving of \$451,096.

An additional \$7,572,500 will need to be drawn from the Open Space Reserve.

At this point in time \$6.36M of projects have been identified as being unable to be completed within the 2016/2017 financial year and will require funds to be carried forward into the 2017/2018 financial year.

Risk Management

There is clear risk that, should Council decide to not approve the revised budget, projects which require additional funds may need to be stopped and either abandoned or carried forward to the next financial year (or beyond) until either additional funding is approved or the project is de-scoped to fit within the allocated budget.

Should the budget remain un-revised, the performance measures in the Council Plan for 'Completed Capital Works Projects within Budget' and 'Completed Capital Works' will not be achieved. Revising the budget does not guarantee achieving these targets (set at 95% and 90% respectively), however it does significantly improve the likelihood that these measures will be met.

Policy Implications

Economic Development

There are no factors in this report which impact upon economic development.

Environmental Sustainability

There are no factors in this report which impact upon environmental sustainability.

Human Rights, Equity and Inclusion

There are no factors in this report which impact on human rights, equity and inclusion.

Other

There are no other factors which impact on this report.

Future Actions

- Revised budget amounts to be amended within the financial system.
- Projects to proceed in accordance with revised budgets.

Consultation and Advocacy

- Internal staff with project management responsibilities as part of the 2016/2017 Capital Works Program
- Chief Financial Officer

Related Documents

- 2016/2017 Budget, Darebin City Council, June 2016

Attachments

- 2016-2017 Capital Works Q3 Budget Review (**Appendix A**) [↓](#)

Disclosure of Interest

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

The Officer reviewing this report, having made enquiries with relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

2016/17 Capital Works Program

Q3 Budget Review

Acct	Project/Program Name	Advertised Budget	Carry Forward Adjustment	Adjusted Budget	Change to External Funds	Change to Reserves	Change to Council Funds	CF	Revised Budget	Status	Timeframe	Comments
ROADS												
6072	Alteration to Road Pits by Authorities	\$ 50,000	\$ -	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ 50,000	In progress	June 2017	
6713	Dundas Street Bridge Replacement - Dundas Street, Thornbury	\$ 70,000	\$ -	\$ 70,000	-\$ 5,000	\$ -	-\$ 5,000	\$ -	\$ 60,000	In progress	June 2017	Contract awarded, design phase commenced. This project is only for design in 2016/17. Project funded 50/50 with Banyule CC. External funding reduced by \$5,000.
6810	Embankment Stabilisation - Walker and McLachlan Street, Northcote	\$ 550,000	\$ -	\$ 550,000	\$ -	\$ -	\$ 450,000	\$ -	\$ 1,000,000	In progress	April 2017	Contract awarded. Works underway. \$500,000 of external funding from the Roads to Recovery Program. Additional funds required due to the discovery of contaminated soil which was not identified in earlier soil tests.
5647	Kerb and Channel Program	\$ 327,000	\$ -	\$ 327,000	\$ -	\$ -	\$ -	\$ -	\$ 327,000	In progress	June 2017	
6448	Major Patching and Repairs Program	\$ 150,000	\$ -	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ 150,000	In progress	June 2017	
6714	Merri Creek Pedestrian Bridge - Between Arthurton Road and Beavers Road, Thornbury	\$ 150,000	\$ -	\$ 150,000	-\$ 20,000	\$ -	-\$ 20,000	\$ -	\$ 110,000	In progress	June 2017	Contract awarded, design phase commenced. This project is only for design in 2016/17. Project funded 50/50 with Banyule CC. External funding reduced by \$20,000.
5260	Right-of-Way Resurfacing - Various Locations, Shared in 2 or more	\$ 70,000	\$ -	\$ 70,000	\$ -	\$ -	\$ -	\$ -	\$ 70,000	In progress	June 2017	
6046	Road Rehabilitation - ROW rear 2, royal Laneway - Marchant St to Royal Parade,Reservoir	\$ 120,000	\$ -	\$ 120,000	\$ -	\$ -	\$ -	\$ -	\$ 120,000	Procurement	June 2017	Procurement process underway, final cost of works may vary from budget. Works are expected to be completed prior to the end of the financial year.
5303	Road Rehabilitation Design Program	\$ 100,000	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000	In progress	June 2017	
6047	Road Rehabilitation Program - Beaconsfield Parade - Leicester Grove to Dead End, Northcote	\$ 106,000	\$ -	\$ 106,000	\$ -	\$ -	\$ -	\$ -	\$ 106,000	Procurement	June 2017	Procurement process underway, final cost of works may vary from budget. Works are expected to be completed prior to the end of the financial year.
6048	Road Rehabilitation Program - Campbell Grove - High Street to Dead End, Northcote	\$ 200,000	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000	Design	June 2017	Currently in design, final cost of works may vary from budget. Works are expected to be completed prior to the end of the financial year. \$200,000 of Roads to Recovery Program
6079	Road Rehabilitation Program - Cornwall Street - Westgarth Street to Dead End, Northcote	\$ 205,000	\$ -	\$ 205,000	-\$ 105,000	\$ -	\$ 105,000	\$ 205,000	\$ 205,000	Design	October 2017	Commencement of project was delayed. Funds required to be carried forward into 2017/18. \$105,000 of Roads to Recovery Program funding transferred to Northernhay Alexandra project.
6139	Road Rehabilitation Program - Holly Street - Greenbelt Steet to Laurel Street, Reservoir	\$ 287,000	\$ -	\$ 287,000	\$ -	\$ -	\$ -	\$ 287,000	\$ 287,000	Procurement	August 2017	Design completed. Procurement underway. Works likely to start in June 2017 and will not be completed prior to the end of the financial year.
6147	Road Rehabilitation Program - Ilma Grove - Prospect Street to Waterloo Street, Northcote	\$ 213,000	\$ -	\$ 213,000	\$ -	\$ -	\$ -	\$ 213,000	\$ 213,000	Design	October 2017	Commencement of project was delayed. Funds required to be carried forward into 2017/18.
6308	Road Rehabilitation Program - Rossmoyne Street - Rathmines Street to Station Street, Thornbury	\$ 150,000	\$ -	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ 150,000	Design	June 2017	
6319	Road Rehabilitation Program - Simpson Street, Northcote	\$ 470,000	\$ -	\$ 470,000	\$ -	\$ -	\$ -	\$ 470,000	\$ 470,000	Design	October 2017	Commencement of project was delayed. Funds required to be carried forward into 2017/18. \$103,000 of funding from the Roads to Recovery Program.
5228	Road Resurfacing Program	\$ 2,500,000	\$ -	\$ 2,500,000	\$ -	\$ -	-\$ 200,000	\$ -	\$ 2,300,000	In progress	June 2017	Tender prices lower than expected for road resheeting, limited contractor availability during the last half of the financial year has inhibited ability to undertake pre-works in anticipation of next year's resheet program.
5370	Bridge Maintenance	\$ 75,000	\$ -	\$ 75,000	\$ -	\$ -	\$ -	\$ -	\$ 75,000	In progress	June 2017	

Acct	Project/Program Name	Advertised Budget	Carry Forward Adjustment	Adjusted Budget	Change to External Funds	Change to Reserves	Change to Council Funds	CF	Revised Budget	Status	Timeframe	Comments
5001	Road Rehabilitation - Northernhay/Alexandra Streets, Reservoir	\$ 610,000	-\$ 17,385	\$ 592,615	\$ 324,872	\$ -	-\$ 97,487	\$ -	\$ 820,000	Completed	February 2017	Council report of 18 April 2016 to increase budget to \$816,068.43 following receipt of tenders. Project Roads to Recovery funding of \$784,131 (made up of \$205,000 transferred from other projects, \$458,000 original funding and \$120,572 of additional R2R funding) which reduced the Council funds for the project (which were carried forward from 2015/16) by \$97,487.
5984	Road Rehabilitation - McGregor Street, Fairfield	\$ 49,000	\$ -	\$ 49,000	\$ -	\$ -	-\$ 49,000	\$ -	\$ -	Deferred	N/A	Project to be undertaken as part of the 2017/18 program.
6522	Road Rehabilitation - High Street - Gower Street to David Street, Preston	\$ 168,000	\$ -	\$ 168,000	-\$ 168,000	\$ -	\$ -	\$ -	\$ -	Abandoned	N/A	Increases in the scope of the project (e.g. to include footpaths and kerb & channel) would have resulted in the project significantly exceeding budget. Project was to be funded from the Roads to Recovery Program, this funding is to be reallocated to account 5001 - Northernhay/Alexandra.
6668	Road Rehabilitation - Chiffley Drive - Murray Road to Gower Street, Preston	\$ 250,000	\$ -	\$ 250,000	\$ -	\$ -	\$ 140,000	\$ 310,000	\$ 390,000	Procurement	September 2017	Commencement of project was delayed. Funds required to be carried forward into 2017/18. Includes \$195,000 of funding from the Roads to Recovery Program.
Sub-total for ROADS		\$ 6,870,000	-\$ 17,385	\$ 6,852,615	\$ 26,872	\$ -	\$ 323,513	\$ 1,485,000	\$ 7,203,000			
FOOTPATHS												
5818	Disability Access Improvements	\$ 170,000	\$ -	\$ 170,000	\$ -	\$ -	\$ -	\$ -	\$ 170,000	In progress	May 2017	
5446	Fairfield Village Streetscape Master Plan - Station St, Wingrove St, Duncan St and Railway Place, Fairfield	\$ 180,000	\$ -	\$ 180,000	\$ -	\$ -	-\$ 100,000	\$ -	\$ 80,000	In progress	June 2017	Works to Telstra pits were removed from the project scope as they are not Council-owned assets.
6436	Footpath Renewal Program	\$ 1,000,000	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	In progress	May 2017	
5481	Walking Initiatives	\$ 295,000	\$ -	\$ 295,000	\$ -	\$ -	\$ 15,800	\$ -	\$ 310,800	In progress	June 2017	Tenders received and were higher than estimates. Additional funds required to complete works as originally scoped.
Sub-total for FOOTPATHS		\$ 1,645,000	\$ -	\$ 1,645,000	\$ -	\$ -	-\$ 84,200	\$ -	\$ 1,560,800			
BICYCLES												
5472	Creek Corridors Shared Path Improvements	\$ 120,000	\$ -	\$ 120,000	-\$ 60,000	\$ -	\$ -	\$ -	\$ 60,000	In progress	June 2017	Scope of works reduced due to not receiving budgeted external funds (\$60,000) from Banyule City Council.
6463	Cycling Facilities	\$ 332,000	\$ -	\$ 332,000	\$ -	\$ -	\$ -	\$ -	\$ 332,000	In progress	June 2017	
5474	Shared Paths & Paths in Parks Renewal Program	\$ 1,040,000	\$ -	\$ 1,040,000	\$ -	\$ -	\$ -	\$ -	\$ 1,040,000	In progress	June 2017	
6058	St Georges Road Bicycle Path Improvements - Melbourne Water Works	\$ 600,000	\$ -	\$ 600,000	\$ -	\$ -	-\$ 450,000	\$ -	\$ 150,000	In progress	June 2017	Melbourne Water advised that additional funds would not be required.
5250	St Georges-Cheddar Shared Path	\$ 200,000	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000	In progress	June 2017	
Sub-total for BICYCLES		\$ 2,292,000	\$ -	\$ 2,292,000	-\$ 60,000	\$ -	-\$ 450,000	\$ -	\$ 1,782,000			
TRANSPORT AND ROAD SAFETY												
6851	Active Transport Infrastructure Partnerships	\$ 300,000	\$ -	\$ 300,000	\$ -	\$ -	-\$ 40,000	\$ 120,000	\$ 260,000	In progress	June 2017	Project may require possible carry-forward of \$120,000 to fund civil components of Merri-Union shared path works.
5482	Blackspot Treatments	\$ 30,000	\$ -	\$ 30,000	\$ -	\$ -	-\$ 13,293	\$ -	\$ 16,707	Completed	March 2017	Project savings.
6353	Public Transport Partnerships	\$ 40,000	\$ -	\$ 40,000	\$ -	\$ -	\$ 2,629	\$ -	\$ 42,629	Completed	March 2017	Additional funds required to relocate bus shelter which was identified during consultation (after the budget estimate was prepared).
6465	Retrofit Parking Bays for Persons with a Disability	\$ 110,000	\$ -	\$ 110,000	\$ -	\$ -	\$ -	\$ -	\$ 110,000	In progress	June 2017	
6582	Safe Travel Program	\$ 307,000	\$ 38,300	\$ 345,300	\$ -	\$ -	\$ -	\$ -	\$ 345,300	In progress	June 2017	
5461	Speed Limit Reductions	\$ 50,000	\$ -	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ 50,000	In progress	June 2017	Investigation complete, awaiting approval from VicRoads prior to community notification and then works.
5790	Traffic Management/ Road Safety	\$ 1,950,000	\$ -	\$ 1,950,000	\$ -	\$ -	\$ -	\$ -	\$ 1,950,000	In progress	June 2017	Multiple projects within this program. Contractor prices have been higher than estimated leading to some projects in the original scope being deferred to the 2017/18 program.
5912	Traffic Signals Maintenance	\$ 154,000	\$ -	\$ 154,000	\$ -	\$ -	\$ -	\$ -	\$ 154,000	In progress	June 2017	

Acct	Project/Program Name	Advertised Budget	Carry Forward Adjustment	Adjusted Budget	Change to External Funds	Change to Reserves	Change to Council Funds	CF	Revised Budget	Status	Timeframe	Comments
5465	Street Lighting Maintenance	\$ 25,000	\$ -	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ 25,000	In progress	June 2017	
5848	Signs and Lines	\$ 45,000	\$ -	\$ 45,000	\$ -	\$ -	\$ 20,000	\$ -	\$ 65,000	In progress	June 2017	Increased customer expectations and enquiries that require additional signs and lines to be installed to address community safety.
Sub-total for TRANSPORT & ROAD SAFETY		\$ 3,011,000	\$ 38,300	\$ 3,049,300	\$ -	\$ -	-\$ 30,664	\$ 120,000	\$ 3,018,636			

DRAINS												
5835	DISC - Stormwater Harvest & Flood Mitigation - John Cain Reserve Thornbury	\$ 1,300,000	\$ -	\$ 1,300,000	\$ -	\$ -	\$ -	\$ 550,000	\$ 1,300,000	In progress	December 2017	Commencement of construction was delayed by the presence of contaminated soil (found during soil tests) and also with regard to uncertainty relating to user agreements for the use of the north-east soccer pitch. It is proposed to carry forward \$550,000 to finalise works in 2017/18.
5400	Drainage Improvement - 94 Plenty Road, Preston	\$ 140,000	-\$ 464	\$ 139,536	\$ -	\$ -	\$ -	\$ -	\$ 139,536	Design	June 2017	
6229	Drainage Improvement - 197 Edwardes Street, Reservoir	\$ 140,000	-\$ 5,306	\$ 134,694	\$ -	\$ -	\$ 65,955	\$ -	\$ 68,739	Completed	October 2017	Works completed. Project savings due to underground services relocation costs not required due to efficient design, also low tender price was received from new contractor seeking to establish foothold in the market.
5760	Drainage Improvement - Fulham Road, Preston	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,845	\$ -	\$ 16,845	Completed	July 2016	Originally a 2015/16 project and works completed in the 2015/16 financial year, additional funds were required to cover the cost of variation which was not approved until October 2016.
5240	Drainage Improvement - Wilson Boulevard Park, Reservoir	\$ -	\$ 81,788	\$ 81,788	\$ -	\$ -	-\$ 9,619	\$ -	\$ 72,159	Completed	September 2016	Works completed.
5414	Pipe Relining Renewal Program	\$ 198,000	\$ -	\$ 198,000	\$ -	\$ -	\$ -	\$ -	\$ 198,000	In progress	June 2017	
6591	Reactive Drainage Renewal Works	\$ 100,000	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000	In progress	June 2017	
6365	Reactive Minor Drainage Upgrades	\$ 100,000	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000	In progress	June 2017	
5420	Stormwater Drainage Contributions Program	\$ 20,000	\$ -	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ 20,000	In progress	June 2017	Funds from this project are spent reactively to support externally funded projects. Final expenditure level is unable to be estimated accurately, but will not exceed \$20,000 - this project may produce a saving.
5423	Strategic Water Outcome for Darebin	\$ 80,000	\$ 107,286	\$ 187,286	-\$ 9,750	\$ -	-\$ 26,425	\$ -	\$ 151,111	In progress	June 2017	This project includes works from account 6793 TW Blake and a reduction in external funds of \$9,750.
6793	TW Blake Community Park Water Sensitive Design - Gower Street and Murray Road, Preston	\$ 70,000	\$ -	\$ 70,000	-\$ 35,000	\$ -	-\$ 35,000	\$ -	\$ -	In progress	June 2017	Project included within account 5423. External funds received in 2015/16, not 2016/17 as budgeted.
5422	Water Sensitive Urban Design	\$ 75,000	\$ 22,500	\$ 97,500	\$ -	\$ -	\$ -	\$ -	\$ 97,500	In progress	June 2017	
Sub-totals for DRAINS		\$ 2,223,000	\$ 205,804	\$ 2,428,804	-\$ 44,750	\$ -	\$ 11,756	\$ 550,000	\$ 2,263,890			

OPEN SPACE												
5046	Active Recreation Infrastructure	\$ 100,000	\$ -	\$ 100,000	\$ -	-\$ 10,000	\$ -	\$ -	\$ 90,000	In progress	March 2017	Contract awarded, construction phase commenced. Funded from OSR.
6842	Active Spaces	\$ -	\$ 5,000	\$ 5,000	\$ -	\$ -	-\$ 1,250	\$ -	\$ 3,750	Completed	September 2016	
6852	Adams Reserve Upgrade Works - Milton Crescent, Preston	\$ 50,000	\$ -	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ 50,000	Consultation and design	June 2017	Consultation and design underway, works to follow before end of the financial year.
6834	All Nations Park Activation	\$ 92,000	\$ 238,669	\$ 330,669	\$ -	\$ -	\$ 71,331	\$ -	\$ 402,000	In progress	June 2017	Additional funds required to provide for footings and replace/renew assets directly adjacent to site.
5085	Batman Park Master Plan Implementation - Corner of Arthurton Road and St Georges Road, Northcote	\$ 350,000	\$ -	\$ 350,000	\$ -	-\$ 100,000	\$ -	\$ 100,000	\$ 250,000	In progress	Carry forward	Funds to be carried forward into 2017/18 to upgrade entryway to the park. These works are on hold due to renaming process. Funded from OSR. Tender produced lower costs than expected, scope of works was reduced as footpath renewal was undertaken as part of the park paths program.
5931	Bundoora Farm Works - 1069 Plenty Road, Bundoora	\$ 90,000	\$ -	\$ 90,000	\$ -	\$ -	\$ -	\$ -	\$ 90,000	Design	June 2017	
5611	Bundoora Homestead Art Park - 7-27 Snake Gully Drive, Bundoora	\$ 50,000	\$ -	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ 50,000	Design	June 2017	Project is for design of future playspace.
6764	Bundoora Park Public Golf Course Infrastructure - 1069 Plenty Road, Bundoora	\$ 86,000	\$ -	\$ 86,000	\$ -	\$ -	-\$ 25,000	\$ -	\$ 61,000	In progress	June 2017	Weather impacted start date and unable to complete works as originally scoped.

Acct	Project/Program Name	Advertised Budget	Carry Forward Adjustment	Adjusted Budget	Change to External Funds	Change to Reserves	Change to Council Funds	CF	Revised Budget	Status	Timeframe	Comments
6732	Citywide Beautification Access and Amenity	\$ 170,000	\$ -	\$ 170,000	\$ -	\$ -	\$ -	\$ -	\$ 170,000	In progress	June 2017	
5516	Community Gardens	\$ -	\$ 12,000	\$ 12,000	\$ -	\$ -	\$ -	\$ -	\$ 12,000	Completed	August 2017	
6765	Creek Improvement Works - Conservation Parkland and Conservation Bushland	\$ 117,000	\$ -	\$ 117,000	\$ -	\$ -	\$ -	\$ -	\$ 117,000	In progress	June 2017	
5041	Darebin Municipal Signage Strategy Implementation	\$ 130,000	\$ -	\$ 130,000	\$ -	\$ -	\$ -	\$ -	\$ 130,000	Procurement	June 2017	
6388	Darebin Parklands Entry	\$ 100,000	-\$ 464	\$ 99,536	\$ -	\$ -	\$ 10,464	\$ -	\$ 110,000	Tender complete	April 2017	Tender for works complete and successful tender was higher than budget estimate. Additional funds required to complete project as per original specification.
5518	Dog Signage Upgrade and Renewal	\$ 240,000	\$ -	\$ 240,000	\$ -	\$ -	\$ -	\$ -	\$ 240,000	Tender complete	June 2017	
6390	Donath & Dole Reserves Masterplan - Harmer Street, Reservoir	\$ 490,000	-\$ 10,834	\$ 479,166	\$ -	\$ -	\$ -	\$ -	\$ 479,166	In progress	June 2017	
6240	Edgars Creek Edwardes Park Lake Sediment Basin - Griffiths St and Leamington St, Reservoir	\$ 45,000	\$ -	\$ 45,000	\$ -	\$ -	\$ -	\$ -	\$ 45,000	In progress	June 2017	
5088	Edwardes Lake Park Master Plan - Edwardes Street, Reservoir	\$ 60,000	\$ -	\$ 60,000	\$ -	\$ -	\$ -	\$ -	\$ 60,000	In progress	June 2017	Consultation in progress to develop masterplan.
6853	Former Preston Girls School - Cnr Cooma and Gower Streets, Preston	\$ 190,000	\$ -	\$ 190,000	\$ -	\$ -	-\$ 190,000	\$ -	\$ -	Not required	N/A	Department of Education and Training reduced available lease term to 1 year (from 3 years) and required return of Council titles within the site prior to allowing Council to occupy the site. Subsequently, DET has advised that the school will be reopened in the short term.
6856	Former Ruthven Primary School Site Masterplan - Glasgow Avenue, Reservoir	\$ 50,000	\$ -	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ 50,000	In progress	June 2017	Preliminary survey and soil testing in 2016/17. Funds for full masterplan for this site to be sought in 2017/18 budget.
6480	Gateway Beautification	\$ 150,000	-\$ 464	\$ 149,536	\$ -	\$ -	\$ 212	\$ -	\$ 149,748	Completed	December 2016	
6691	Goal Post Replacement Program - Various Locations, Shared in 2 or more.	\$ 27,000	\$ -	\$ 27,000	\$ -	\$ -	\$ -	\$ -	\$ 27,000	In progress	June 2017	
5116	GreenStreets Implementation	\$ -	\$ 91,303	\$ 91,303	\$ -	\$ -	\$ 1,044	\$ -	\$ 92,347	Completed	December 2016	
6248	GreenStreets Tree Removal and Planting Program	\$ 420,000	\$ -	\$ 420,000	\$ -	\$ -	\$ 3,813	\$ -	\$ 423,813	Completed	March 2017	
5118	Inner-City Netball (SRV)	\$ -	\$ -	\$ -	\$ 75,000	\$ -	\$ -	\$ -	\$ 75,000	Completed	January 2017	Not in original budget, funds received from SRV. Design works completed. Tender process commenced for construction works to be funded by SRV in 2017/18.
5117	JCMP Sportsfield Lighting (SRV)	\$ 381,000	\$ -	\$ 381,000	\$ -	\$ -	\$ 95,000	\$ -	\$ 476,000	In progress	May 2017	Contract awarded and construction phase commenced. Successful tendered price was in excess of budget and additional funds required to act as contingency for high risk excavation of landfill.
6706	JCMP Synthetic Soccer Pitches	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,400,000	\$ 1,450,000	On hold	N/A	Project was added to budget by Council resolution of X DATE. Presently unable to agree on scope of works with SRV/FFV. Funds to be carried forward to 2017/18. Funds spent on preparing tenders and engagement of consultant for design.
5042	John Cain Memorial Park Masterplan Implementation	\$ -	\$ 7,075	\$ 7,075	\$ -	\$ -	\$ -	\$ 7,075	\$ 7,075	Not started	TBA	Works on masterplan are currently on hold pending agreement from SRV and FFV on the future of their occupation at this reserve. This also impacts the location of the MSS.
6715	Land Acquisition Fund - Ruthven, Lakeside, Rona.	\$ -	\$ -	\$ -	\$ -	\$ 7,682,500	\$ -	\$ -	\$ 7,682,500	In progress	June 2017	Ruthven (\$6,900,000), Lakeside (\$270,000), 48 Rona Street (\$512,500).
6767	Leisure Minor Works Funding Program	\$ 60,000	\$ -	\$ 60,000	\$ -	\$ -	\$ -	\$ -	\$ 60,000	In progress	June 2017	Second round of funding grants to be provided to clubs in March 2017.
5788	Major Streetscapes Masterplan Implementation - JUMP - Plenty Road and High Street, Preston	\$ 950,000	-\$ 6,912	\$ 943,088	\$ -	\$ -	\$ 99,912	\$ -	\$ 1,043,000	In progress	June 2017	Project cost was estimated too low in the original business case.
6825	Northcote Golf Course Infrastructure Asset Upgrades - 143 Normanby Avenue, Thornbury	\$ 8,000	\$ -	\$ 8,000	\$ -	\$ -	-\$ 1,052	\$ -	\$ 6,948	Completed	October 2016	

Acct	Project/Program Name	Advertised Budget	Carry Forward Adjustment	Adjusted Budget	Change to External Funds	Change to Reserves	Change to Council Funds	CF	Revised Budget	Status	Timeframe	Comments
6835	Outdoor Exercise Equipment	\$ 100,000	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000	In progress	March 2017	Contract awarded, construction phase commenced.
6833	Outdoor Multi-Purpose Sports Courts	\$ 69,000	\$ -	\$ 69,000	\$ -	\$ -	\$ -7,762	\$ -	\$ 61,238	Completed	January 2017	Works complete.
6475	Park Renewal Projects	\$ 200,000	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000	In progress	June 2017	
6552	Pitcher Park Sub-Surface Sports Field Drainage - Separation Street, Fairfield, Alphington	\$ 240,000	\$ -	\$ 240,000	\$ -	\$ -	\$ -	\$ -	\$ 240,000	In progress	June 2017	
5801	Playspace Upgrade Program	\$ 789,000	-\$ 217,000	\$ 572,000	\$ -	\$ -	\$ -	\$ -	\$ 572,000	In progress	June 2017	Works at Gresswell Grange Reserve to be deferred to 2017/18 to fund works at Ruthven Reserve which were carried forward from 2015/16 without budget.
6770	Pocket, Small and Medium Parks Renewal Program	\$ 250,000	\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000	Procurement	June 2017	
6279	Preston Oval Heritage Tree Works - Preston City Oval, Preston	\$ 25,000	\$ -	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ 25,000	In progress	June 2017	
6812	Ray Bramham Gardens Improvement Works - 50 St Georges Road, Preston	\$ 45,000	\$ -	\$ 45,000	\$ -	\$ -	\$ -	\$ -	\$ 45,000	In progress	June 2017	
5521	Refurbish Public Art Program	\$ 20,000	\$ -	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ 20,000	In progress	June 2017	
5522	Reservoir Streetscape Masterplan Implementation - Edwardes Street and Broadway, Reservoir	\$ 850,000	\$ 462,399	\$ 1,312,399	\$ -	\$ -	\$ 50,000	\$ -	\$ 1,362,399	In progress	June 2017	Tendered prices higher than estimate. Pop-up park removed from scope of works.
6497	Retail Activity Centre Streetscape Upgrades	\$ 510,000	\$ -	\$ 510,000	\$ -	\$ -	\$ -	\$ -	\$ 510,000	In progress	June 2017	
5490	Robinson/Capp Master Plan Implementation - Halwyn Crescent, Preston	\$ 160,000	\$ 90,000	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000	In progress	June 2017	
5479	Roundabout and Roadside Plantings Improvement Program	\$ 160,000	\$ -	\$ 160,000	\$ -	\$ -	\$ -	\$ -	\$ 160,000	In progress	June 2017	
5114	Sport and Recreation Victoria, Community Facility Funding Program (WH Robinson Pavilion)	\$ 200,000	\$ 90,000	\$ 290,000	-\$ 90,000	\$ -	\$ -	\$ -	\$ 200,000	Design Complete	June 2017	Design complete and it is proposed to tender for construction works prior to the end of the financial year with works to be undertaken in 2017/18. Total project cost of \$1.5M (\$1.4M required to be funded in future years). Remaining funds to be used to engage contractor to commence works in anticipation of 2017/18 approval of funds for the remainder of the construction works.
5113	Sport Safety Fencing	\$ 75,000	\$ -	\$ 75,000	\$ -	\$ -	\$ -	\$ -	\$ 75,000	In progress	June 2017	Quotations received, awaiting final approval from user group on scope of works.
6794	Sporting Pavilion and Sportsfield Lighting Design (Bill Lawry Oval Pavilion and lights at Pitcher Park and Snake Gully Drive Reserve)	\$ 110,000	\$ -	\$ 110,000	\$ -	\$ -	\$ 10,000	\$ -	\$ 120,000	In progress	June 2017	Additional \$10,000 required to fund geotechnical and structural engineering assessments at Pitcher Park and Snake Gully Drive, Bundoora. Architects are engaged for design of Bill Lawry pavilion.
5930	Sporting Practice Nets	\$ 155,000	\$ -	\$ 155,000	\$ -	\$ -	\$ -	\$ -	\$ 155,000	Completed	February 2017	Works complete.
5491	Sportsfield Lighting (Oulten Reserve, Preston)	\$ 155,000	\$ -	\$ 155,000	\$ -	\$ -	\$ -	\$ -	\$ 155,000	In progress	June 2017	Tender awarded, construction has commenced.
5972	Sportsground Irrigation Renewals and Upgrades	\$ 90,000	\$ -	\$ 90,000	\$ 19,590	\$ -	\$ -	\$ -	\$ 109,590	In progress	June 2017	Additional \$19,590 of income received from Yarra Valley Water in compensation for a drop in pressure of water supplied to Donath Reserve. Funds to be used for purchase and installation of pumps and tanks at Donath Reserve.
5498	Synthetic Wicket Replacement	\$ 45,000	\$ -	\$ 45,000	\$ 4,000	\$ -	\$ -	\$ -	\$ 49,000	In progress	June 2017	Additional \$4,000 of income received from Cricket Victoria.
6260	Thornbury Streetscape Master Plan Development - High Street - Northcote & Thornbury	\$ 80,000	\$ -	\$ 80,000	\$ -	\$ -	\$ -	\$ -	\$ 80,000	In progress	June 2017	
5047	Urban Forest Strategy Implementation	\$ 200,000	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000	In progress	June 2017	
6693	Warm Season Turf Establishment and Sportsground Upgrades	\$ 220,000	\$ -	\$ 220,000	\$ 60,000	\$ -	\$ -	\$ -	\$ 280,000	In progress	June 2017	Additional \$60,000 of income received from Northcote High School to fund installation of an irrigation system in the oval at Merri Park.
Sub-Total for OPEN SPACE		\$ 9,154,000	\$ 760,772	\$ 9,914,772	\$ 68,590	\$ 7,572,500	\$ 116,712	\$ 1,507,075	\$ 19,122,574			

BUILDINGS

Acct	Project/Program Name	Advertised Budget	Carry Forward Adjustment	Adjusted Budget	Change to External Funds	Change to Reserves	Change to Council Funds	CF	Revised Budget	Status	Timeframe	Comments
6797	Active and Healthy Wellbeing Hub - 92 Dennis Street, Thornbury (Yanada House)	\$ 120,000	\$ -	\$ 120,000	\$ -	\$ -	\$ -	\$ -	\$ 120,000	In progress	June 2017	Project is for design of works to Yanada House facility.
5109	Arts Venues Upgrades and Renewals - Northcote Town Hall	\$ 250,000	\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000	In progress	June 2017	
6838	Asbestos Removal Management	\$ 200,000	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000	In progress	June 2017	Works on target for completion by the end of the financial year.
6845	Bent Street Senior Citizens Centre Upgrade - Bent Street, Northcote	\$ 150,000	\$ -	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ 150,000	In progress	June 2017	Works on target for completion by the end of the financial year.
6131	Building Energy Efficiency Upgrades	\$ 215,000	\$ -	\$ 215,000	\$ -	\$ -	\$ -	\$ -	\$ 215,000	In progress	June 2017	
5572	Building Maintenance Backlog	\$ 500,000	\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000	In progress	June 2017	Works are on target for completion by end of the financial year.
5096	Building Roof Renewals	\$ 120,000	\$ -	\$ 120,000	\$ -	\$ -	\$ 5,000	\$ -	\$ 125,000	Procurement complete	April 2017	Replacement of roof at the Blake Street Kindergarten, Preston Day Nursery and BT Connor Senior Pavilion. Costs have come in higher than expected.
5606	Bundoora Homestead Lifecycle Works - 7-27 Snake Gully Drive, Bundoora	\$ 40,000	\$ -	\$ 40,000	\$ -	\$ -	\$ -	\$ -	\$ 40,000	In progress	June 2017	
6855	Customer Service Centre Works	\$ 80,000	\$ -	\$ 80,000	\$ -	\$ -	\$ -	\$ -	\$ 80,000	Design	June 2017	
5804	DAEC Accommodation Works	\$ 250,000	\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ 138,000	\$ 250,000	In progress	June 2017	Quotations for flooring works were greater than expected and it is proposed to carry forward the funds set aside for these works and combine them with funds that have been requested through the 2017/18 program. If that funding application is unsuccessful, then the carry forward would not be required. Additional funds for the flooring works could not be expended in 2016/17 as the centre will need to close for 3 months (which is best scheduled for the Jan-Mar period of each year).
6474	Darebin Community Sports Stadium Masterplan Works - 857 Plenty Road, Reservoir	\$ 118,000	\$ -	\$ 118,000	\$ -	\$ -	\$ -	\$ -	\$ 118,000	Completed	January 2017	
6857	Darebin Libraries Public Toilet Refurbishment - Northcote and Preston Library	\$ 126,000	\$ -	\$ 126,000	\$ -	\$ -	\$ -	\$ -	\$ 126,000	In progress	May 2017	Construction commenced in Northcote in March and Preston in April.
6799	Darebin Multi-Sports Stadium - 280 Darebin Road, Thornbury	\$ 770,000	\$ -	\$ 770,000	\$ -	\$ -	\$ -545,000	\$ -	\$ 225,000	In progress	June 2017	Design works unable to be completed within the financial year due to inability to finalise a location for the facility. Costs for project management and consulting architects to revise siting options. Funding for facility design works to be referred to the 2017/18 CWP.
6501	Darebin Resource Recovery Centre Noise Attenuation Wall - Kurnai Avenue, Reservoir	\$ 79,000	\$ -	\$ 79,000	\$ -	\$ -	\$ -	\$ -	\$ 79,000	In progress	June 2017	
5535	Disability Access Upgrades of Existing Council Facilities	\$ 210,000	\$ -	\$ 210,000	\$ -	\$ -	\$ -	\$ -	\$ 210,000	In progress	June 2017	Works on target for completion by the end of the financial year.
5574	DISC Cycling Infield Barrier and Safety Gate - 281 Darebin Road, Thornbury	\$ 226,000	\$ -	\$ 226,000	\$ -	\$ -	\$ 143,000	\$ -	\$ 369,000	Procurement	June 2017	Design complete, revised estimate of cost of works based on detailed design is higher than initial budget bid.
5608	East Preston Neighbourhood House	\$ 785,000	-\$ 1,527	\$ 783,473	\$ -	\$ -	-\$ 70,000	\$ -	\$ 713,473	Construction complete	June 2017	Construction of the new facility is complete. Furniture and equipment to be purchased and signage to be installed.
6252	Former Preston Police Station - Demolition - Roseberry Avenue, Preston	\$ 225,000	\$ -	\$ 225,000	\$ -	\$ -	-\$ 85,000	\$ -	\$ 140,000	Procurement complete	June 2017	Budget estimate was based on a desktop assessment report that was done four years ago. Quotations have been sought from three demolition companies.
6854	Former Preston RSL - Demolition - Kelvin Grove, Preston	\$ 150,000	\$ -	\$ 150,000	\$ -	\$ -	\$ 183,000	\$ -	\$ 333,000	Procurement complete	June 2017	Budget estimate was based on a desktop assessment report that was done four years ago. Procurement complete, preferred supplier is ready to be selected. Cost would increase by \$40,000 if works are not bundled with those at the Preston Police Station.
6858	Gas Enclosures - Donath Reserve, Mary Park, Pitcher Park, KP Hardiman	\$ 15,000	\$ -	\$ 15,000	\$ -	\$ -	\$ -	\$ -	\$ 15,000	In progress	June 2017	
6859	Meter Cages	\$ 50,000	\$ -	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ 50,000	In progress	June 2017	Works on target for completion by the end of the financial year.
6831	NARC Feasibility Study (SRV)	\$ -	\$ 21,496	\$ 21,496	\$ -	\$ -	\$ -	\$ 21,496	\$ 21,496	Procurement	December 2017	Project was delayed due to revisitation of the scope of works.
6718	NARC Master Plan Asset Maintenance	\$ 260,000	\$ -	\$ 260,000	\$ -	\$ -	\$ -	\$ -	\$ 260,000	In progress	June 2017	

Acct	Project/Program Name	Advertised Budget	Carry Forward Adjustment	Adjusted Budget	Change to External Funds	Change to Reserves	Change to Council Funds	CF	Revised Budget	Status	Timeframe	Comments
6639	NARC Master Plan Urgent Repair and Renewal Works	\$ 600,000	\$ -	\$ 600,000	\$ -	\$ -	-\$ 200,000	\$ -	\$ 400,000	In progress	June 2017	Roof replacement removed from scope of works.
5573	NARC Redevelopment Documentation	\$ 500,000	\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ 450,000	\$ 500,000	In progress	Carry forward	Scope of design work finalised in February 2017. Design works to commence by mid March. Design works to include community consultation and will require 8 months to complete (November 2017) - Project will require carry forward.
5068	Neighbourhood Houses - Building Renewal and Accessibility	\$ 201,000	\$ -	\$ 201,000	\$ -	\$ -	\$ -	\$ -	\$ 201,000	In progress	June 2017	Works on target for completion by the end of the financial year.
5122	Northcote Family Centre Works - 185 High Street, Northcote	\$ 35,000	\$ -	\$ 35,000	\$ -	\$ -	-\$ 8,000	\$ -	\$ 27,000	Completed	March 2017	Project complete. Savings were able to be achieved through adjustments to specifications at procurement stage.
6380	Northcote Town Hall Façade Remediation Works - 189 High Street, Northcote	\$ 50,000	\$ -	\$ 50,000	\$ -	\$ -	-\$ 50,000	\$ -	\$ -	Combined with 6280	N/A	Project combined with Preston Town Hall Conservation works as both involved same type of specialist consultants.
5661	Office Accommodation - Darebin City Council Municipal Buildings	\$ 100,000	\$ -	\$ 100,000	\$ -	\$ -	\$ 35,000	\$ -	\$ 135,000	In progress	June 2017	Additional staff accommodation works required following restructure.
6846	Pavilion Redevelopment - GH Mott Reserve - David Street, Preston	\$ 500,000	\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000	In progress	June 2017	Design complete. Quotes sought from construction suppliers register. Works to commence by end of March.
6800	PRACE Portables	\$ 475,000	\$ -	\$ 475,000	\$ -	\$ -	\$ 200,000	\$ 675,000	\$ 675,000	Design	December 2017	Insufficient funds to create portable building and associated works (e.g. service connections, landscaping) as per user requirements. Project was on hold due to insufficient funding. Additional \$200,000 sought through budget review and full project to be carried forward to 2017/18.
6280	Preston Town Hall Conservation Works - 350 High Street, Preston	\$ 100,000	\$ -	\$ 100,000	\$ -	\$ -	\$ 50,000	\$ -	\$ 150,000	In progress	June 2017	Project combined with Northcote Town Hall Façade works. Contract awarded, design phase commenced.
5091	Public Toilet Strategy Implementation - Bundoora Park	\$ 229,000	\$ -	\$ 229,000	\$ -	\$ -	-\$ 69,000	\$ -	\$ 160,000	In progress	March 2017	Construction has commenced.
6847	Regional Animal Welfare Facility - Cooper Street, Epping, Epping	\$ 2,050,000	\$ -	\$ 2,050,000	\$ -	\$ -	-\$ 72,000	\$ -	\$ 1,978,000	Completed	September 2016	Payment made to City of Whittlesea. Saving from contingency amount.
5544	Relocatable Kindergarten Building	\$ 237,000	\$ -	\$ 237,000	\$ -	\$ -	\$ -	\$ 237,000	\$ 237,000	On hold	N/A	This project is unable to proceed in 2016/17 due to issues with the Department of Education and securing a long term lease for the proposed site.
5933	Roof Access Safety	\$ 43,000	\$ -	\$ 43,000	\$ -	\$ -	\$ 5,000	\$ -	\$ 48,000	In progress	April 2017	Additional funds required to complete roofing safety works at Reservoir Community Learning Centre.
6367	Sporting Pavilion Bin Enclosures	\$ 31,000	\$ -	\$ 31,000	\$ -	\$ -	\$ -	\$ -	\$ 31,000		June 2017	
5813	Thornbury Kindergarten Fencing Design	\$ 50,000	\$ -	\$ 50,000	\$ -	\$ -	-\$ 11,975	\$ -	\$ 38,025	Design underway	Feb 2017	Design nearing completion. Project referred to 2017/18 CWP for construction of fencing.
5571	Underground Power Supply Preston City Oval - 21 Cramer Street, Preston	\$ 120,000	\$ -	\$ 120,000	\$ -	\$ -	\$ -	\$ 105,000	\$ 120,000	In progress	Carry forward	Works for replacement of switchboard. Project manager for this project was not allocated until 2017. Consultant costs in 2016/17 for review of power requirements on site. Funds will need to be carried forward into 2017/18 to complete works.
5934	Upgrade Preston City Hall Fire Escape Stairway - 280 Gower Street, Preston	\$ 25,000	\$ -	\$ 25,000	\$ -	\$ -	\$ 20,000	\$ -	\$ 45,000	In progress	June 2017	Original estimate was found to be insufficient following detailed design work prior to construction.
6796	WR Ruthven VC Reserve Pavilion - Demolition - 2-24 Malpas Street, Preston	\$ 60,000	\$ -	\$ 60,000	\$ -	\$ -	\$ -	\$ -	\$ 60,000	In progress	March 2017	Contractor engaged. Demolition works to commence in March 2017.
Sub-total for BUILDINGS		\$ 10,345,000	\$ 19,969	\$ 10,364,969	\$ -	\$ -	-\$ 469,975	\$ 1,626,496	\$ 9,894,994			
FLEET												
5620	Heavy Vehicular Plant Replacement	\$ 1,503,000	\$ 340,290	\$ 1,843,290	-\$ 85,000	\$ -	-\$ 38,290	\$ 777,000	\$ 1,720,000	In progress	Carry forward	\$38,000 of additional income received from 2015/16 sales. These funds are not required for additional purchases. Carry forward required to allow for delivery of four items of heavy plant (bus, two sweepers and a truck) which have been ordered in 2016/17 but will not be received until next financial year. Carry forward amount is net of \$123,000 of budgeted income for the sale of these items of heavy plant which will not occur until the replacement plant is received in 2017/18.

Acct	Project/Program Name	Advertised Budget	Carry Forward Adjustment	Adjusted Budget	Change to External Funds	Change to Reserves	Change to Council Funds	CF	Revised Budget	Status	Timeframe	Comments
5628	Light Vehicular Plant Replacement	\$ 690,000	\$ -	\$ 690,000	\$ 184,000	\$ -	\$ -	\$ -	\$ 874,000	In progress	June 2017	\$184,000 of additional income was received from trade-ins due to carry forward of sales from 2015/16. Additional funds required for purchases of vehicles left over from the 2015/16 replacement list.
Sub-total for FLEET		\$ 2,193,000	\$ 340,290	\$ 2,533,290	\$ 99,000	\$ -	\$ 38,290	\$ 777,000	\$ 2,594,000			

INFORMATION TECHNOLOGY

5613	Aged and Disability System Replacement	\$ -	\$ 83,262	\$ 83,262	\$ -	\$ -	\$ 3,262	\$ -	\$ 80,000	In progress	May 2017	
5160	Agenda & Minutes Automated System	\$ 64,000	-\$ 25,564	\$ 38,436	\$ -	\$ -	\$ -	\$ -	\$ 38,436	In progress	June 2017	
5636	Darebin City Council Intranet CMS Replacement	\$ 175,000	\$ 145,000	\$ 175,000	\$ -	\$ -	\$ -	\$ 145,000	\$ 175,000	In progress	June 2017	Insufficient staff resources available to deliver project in conjunction with other projects. Consultants have been engaged to prepare project design, which will be completed by end of financial year to enable procurement to start early Q1 2017/18.
6485	Darebin Customer Management System	\$ 67,000	\$ -	\$ 67,000	\$ -	\$ -	\$ -	\$ -	\$ 67,000	In progress	June 2017	
6849	Darebin Libraries Device Lending	\$ 95,000	\$ -	\$ 95,000	\$ -	\$ -	\$ -	\$ -	\$ 95,000	In progress	June 2017	
5963	Darebin Libraries PC Replacement	\$ 35,000	\$ -	\$ 35,000	\$ -	\$ -	\$ -	\$ -	\$ 35,000	In progress	June 2017	
5824	Darebin Libraries Technology Strategy	\$ 60,000	\$ -	\$ 60,000	\$ -	\$ -	\$ -	\$ -	\$ 60,000	In progress	June 2017	
6275	Enterprise Portfolio Management System (EPMS)	\$ 150,000	\$ -	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ 150,000	In progress	May 2017	
5080	GPS Tracking and Camera System	\$ -	\$ 179,464	\$ 179,464	\$ -	\$ -	\$ 19,464	\$ -	\$ 160,000	In progress	June 2017	Installation of GPS and cameras required less work than expected as the vehicles were partially set up to hold/allow GPS equipment.
6850	Health Protection Software	\$ 71,000	\$ -	\$ 71,000	\$ -	\$ -	\$ 100,000	\$ -	\$ 171,000	Procurement	June 2017	Additional funds required to acquire customised software (not off the shelf as conceived in the original specification) and for integration to the financial system.
6643	IT Business Applications Systems Upgrade	\$ 100,000	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000	In progress	June 2017	
5140	IT Business System Enhancements	\$ 100,000	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000	In progress	June 2017	
5617	IT Equipment Renewal	\$ 450,000	\$ -	\$ 450,000	\$ -	\$ -	\$ -	\$ -	\$ 450,000	In progress	June 2017	
5616	IT Infrastructure Upgrade	\$ 410,000	\$ -	\$ 410,000	\$ -	\$ -	\$ -	\$ -	\$ 410,000	In progress	June 2017	
5964	Rostering System (Reservoir Leisure Centre) - 2a Cuthbert Road, Reservoir	\$ 21,000	\$ -	\$ 21,000	\$ -	\$ -	\$ -	\$ -	\$ 21,000	In progress	June 2017	
5144	Venue Booking Management System	\$ 95,000	\$ -	\$ 95,000	\$ -	\$ -	\$ -	\$ -	\$ 95,000	Completed	February 2017	
5634	Website Enhancements (Phase 3 - satellite sites)	\$ 150,000	\$ 130,000	\$ 150,000	\$ -	\$ -	\$ -	\$ 150,000	\$ 150,000	In progress	June 2017	Project delivery has been held up by completion of phase 2 of the project (from 2015/16). Procurement process to be completed by end of 2016/17 financial year for works to start in Q1 2017/18.
Sub-Total for INFORMATION TECHNOLOGY		\$ 2,043,000	\$ 512,162	\$ 2,280,162	\$ -	\$ -	\$ 77,274	\$ 295,000	\$ 2,357,436			

PLANT AND EQUIPMENT

5950	Art Collection Acquisitions - Bundoora Homestead Art Centre - 7-27 Snake Gully Drive, Bundoora	\$ 30,000		\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ 30,000	In progress	June 2017	
6634	Art History Catalogue	\$ -	\$ 15,531	\$ 15,531	\$ -	\$ -	\$ -	\$ -	\$ 15,531	In progress	June 2017	
5808	Arts Venues Minor Asset Renewal and Upgrade - Preston and Northcote	\$ 180,000	\$ -	\$ 180,000	\$ -	\$ -	\$ -	\$ -	\$ 180,000	In progress	June 2017	
6777	Christmas Decorations	\$ 75,000	\$ 8,000	\$ 83,000	\$ -	\$ -	\$ 7,000	\$ -	\$ 76,000	In progress	June 2017	Original scope required construction of a storage facility, however pre-existing storage was able to be used at a lower cost.
5555	Darebin Libraries - Facilities and Furniture	\$ 120,000	\$ -	\$ 120,000	\$ -	\$ -	\$ -	\$ -	\$ 120,000	In progress	June 2017	
5550	Library Product Purchase	\$ 751,000	\$ -	\$ 751,000	\$ 17,899	\$ -	\$ -	\$ -	\$ 768,899	In progress	June 2017	\$17,899 of additional funds received from Victorian Government for Premier's Reading Program.

Acct	Project/Program Name	Advertised Budget	Carry Forward Adjustment	Adjusted Budget	Change to External Funds	Change to Reserves	Change to Council Funds	CF	Revised Budget	Status	Timeframe	Comments
6860	Merrilands Community Centre Chair Replacement - Asquith Street, Reservoir	\$ 35,000	\$ -	\$ 35,000	\$ -	\$ -	\$ 5,722	\$ -	\$ 29,278	Completed	January 2017	
6848	Noise Monitoring Equipment	\$ 55,000	\$ -	\$ 55,000	\$ -	\$ -	\$ -	\$ -	\$ 55,000	Procurement	June 2017	
6259	Replacement of Mobile Garbage, Green Waste and Recycling Bins	\$ 228,000	\$ -	\$ 228,000	\$ -	\$ -	\$ 105,500	\$ -	\$ 333,500	In progress	June 2017	Additional funds required to meet demand for bins and also to deal with late invoices received from 2015/16 purchases.
5082	Reservoir Leisure Centre - Boiler Upgrade - 2a Cuthbert Road, Reservoir	\$ 45,000	\$ -	\$ 45,000	\$ -	\$ -	\$ -	\$ -	\$ 45,000	Completed	January 2017	Project complete, awaiting final invoice.
6802	Reservoir Leisure Centre - Pool and Plant Minor Asset Renewal - Cuthbert Road, Reservoir	\$ 152,000	\$ -	\$ 152,000	\$ -	\$ -	\$ -	\$ -	\$ 152,000	In progress	June 2017	Works for replacement of switchboard. Project manager for this project was not allocated until 2017.
6785	Youth Services Equipment Replacement	\$ 75,000	\$ -	\$ 75,000	\$ -	\$ -	\$ -	\$ -	\$ 75,000	In progress	June 2017	
Sub-total for PLANT & EQUIPMENT		\$ 1,746,000	\$ 23,531	\$ 1,769,531	\$ 17,899	\$ -	\$ 92,778	\$ -	\$ 1,880,208			
TOTAL for 2016/17 CAPITAL WORKS PROGRAM		\$ 41,522,000	\$ 1,883,443	\$ 43,130,443	\$ 107,611	\$ 7,572,500	\$ 451,096	\$ 6,360,571	\$ 51,677,538			

6.6 PROPOSED ROAD DISCONTINUANCE ADJOINING 2 AND 4 COMBIE STREET AND 13 SOUTH STREET, PRESTON**Author:** Property Manager**Reviewed By:** Director City Futures and Assets

Report Background

This report provides Council with information relating to the outcome of preliminary investigations into the proposed discontinuance and sale of part of the right-of-way adjoining 2 and 4 Combie Street and 13 South Street, Preston.

Previous Council Resolution

This matter is not the subject of a previous Council resolution.

Previous Briefing(s)

20 February 2017

Council Plan Goal/Endorsed Strategy

Goal: Excellent Service

Strategy: 5.4 Long term responsible financial planning
Property Asset Management Strategy – May 2015

Goal: Vibrant City and Innovative Economy

Strategy: 1.4 Strategic Land Use and Sustainable Transport Planning Policies

Summary

This report provides the history and background relating to the right-of-way adjoining 2 and 4 Combie Street and 13 South Street, Preston, shown hatched on the site plan in **Appendix A**, as well as the outcome of the preliminary investigations into its proposed discontinuance.

In 1992 Council resolved to discontinue and sell part of the right-of-way/road which is bounded by Combie Street, South Street and David Street, Preston (ROW). However, the section of the right-of-way/road located between 2-4 Combie Street and 13 South Street, Preston (Road) was not included for discontinuance at that time.

In 2015, Council received an enquiry from an adjoining property owner requesting the discontinuance and sale of the Road. Initial investigations identified that whilst the Road is open, it is not constructed or used for access, and appears to be used for parking by the adjoining owners at 2 Combie Street. The Road is not listed on Council's Register of Public Roads; however it remains a road on title.

Recommendation

That Council:

- (1) Commences the statutory procedures under section 206 and clause 3 of Schedule 10 to the *Local Government Act 1989* (“the Act”) to discontinue the road adjoining 2 and 4 Combie Street and 13 South Street, Preston shown hatched on **Appendix C**.
 - (2) Gives public notice under sections 207A and 82A and 223 of the Act of the proposed discontinuance in the appropriate newspapers and on Council’s website and such notice state that if discontinued, Council proposes to sell the land from the road to the adjoining property owners by private treaty and transfer to itself any land from the road not sold to the adjoining property owners.
-

Introduction

In 2015 Council received an enquiry from an adjoining property owner requesting the discontinuance and sale of the right-of-way/road shown hatched on the plan in **Appendix A** and coloured yellow on the aerial photo in **Appendix B** (Road).

In 1992 part of the ROW located between 11 and 13 South Street was discontinued and sold. The section under investigation was not discontinued at that time and the section remains “road” on title. The Road is not listed on Council’s Register of Public Roads, is not constructed nor used for access. The Road is partly contained within the carpark for the adjoining Jehovah’s Witnesses’ Kingdom Hall as part of the landscaped area. The remainder of the Road is fenced within the rear yard of 2 Crombie Street and it appears that the Road is used from time to time for parking/rear access by the adjoining owners at 2 Combie Street.

Once initial investigations confirmed the feasibility of the proposed discontinuance, Macquarie Lawyers were commissioned to undertake further consultation with a view to Council commencing the statutory procedures to facilitate the possible discontinuance and sale of the 3.05m wide section of Road.

Issues and Discussion**Consultation with owners / purchase price / land allocation**

All the immediate adjoining owners have been consulted regarding the proposal and no objections have been received. The dimensions and proposed allocation/division of the land from the Road are shown in the Title Plan provided in **Appendix D**.

The owners of 2 Combie Street have confirmed their interest in acquiring the land shown as Lot 2 in the Title Plan provided in **Appendix D** at current market value as well as meeting their share of the reasonable costs associated with Council discontinuing the Road. Despite the land survey revealing that the owners of 13 South Street and 4 Combie Street occupy part of the Road, they have indicated a reluctance to acquire Lots 1 and 3 respectively. It should be noted that the occupation by the owner of 4 Crombie Street is a matter of centimetres. Council would need to take title of these lots to protect the future of these assets.

Service Authorities / Council Departments

Internal departments and the Service Authorities were consulted regarding the proposal and whilst no objections were received, both Yarra Valley Water and Council engineers have advised that easements will need to be saved over the land, if discontinued. Yarra Valley has existing underground assets within part of the Road and Council would require an easement to cater for any future installation of a drain by Council.

Implementation

The statutory procedures require Council to give public notice of its intention to discontinue and sell the Road and invite submissions from affected parties. Submitters may request to be heard by Council prior to a decision being made to proceed or otherwise with the proposal. In addition, all abutting property owners would be advised of the proposal in writing and informed of their right to make a submission. Following which, a report would be presented to Council for a decision whether to discontinue the Road, part of the Road or not to discontinue the Road.

Options for Consideration

Option 1 – Abandon the Proposal or Do Nothing

Council could resolve to abandon the proposal, take no action or may make no resolution on the matter. This option would mean that the Road would continue to vest in Council and the status quo would remain with the adjoining property owners continuing to occupy the Road or use it for parking.

Council may be perceived as knowingly encouraging and enabling property owners to continue to occupy other roads or rights-of-way within Darebin to the detriment of the community (whether financially or as a benefiting right). Additionally Council may lose future rights to the Road if adjoining property owners are able to accrue possessory rights.

Council may, at some time in the future, resolve to commence the discontinuance process.

Option 2 – Commence the Statutory Procedures (Recommended)

Council could resolve to commence the statutory procedures to potentially discontinue the Road. This would extend the consultation to the wider community and enable all affected property owners a formal opportunity to make a submission. This option would assist Council in obtaining further insight into the overall consensus of surrounding property owners and the community in relation to the Road. It would also enable Council to make an informed assessment on the future of the Road, to potentially open part or all of the Road, discontinue part or all of the Road and sell the land from the Road (if discontinued) to the adjoining property owners and take title to the balance of the land not sold.

Benefits of commencing the statutory procedures depend on Council's decision on the future of the Road, and the ongoing protection of a public asset, the asset being open to the public and used for its prescribed purpose, and potential revenue from the sale of part or all of the land from the Road.

Financial and Resource Implications

There are no financial or resource implications as a result of commencing the statutory procedures as contained in this report.

Costs associated with undertaking the statutory process would be recoverable from the purchaser, should Council decide in future to discontinue the road and sell the land. Should Council decide not to proceed with either the discontinuance or the sale, then the costs associated with conducting the statutory process would be funded from existing allocations.

Risk Management

Risks associated with each option are covered under the analysis of each option.

Policy Implications

Economic Development

There are no factors in this report which impact upon economic development.

Environmental Sustainability

There are no factors in this report which impact upon environmental sustainability.

Human Rights, Equity and Inclusion

There are no factors in this report which impact on human rights, equity and inclusion.

Other

This report has been prepared having regard to Council's Sale of Minor Council Property Assets Policy.

Future Actions

Arrange for the statutory procedures for the discontinuance and sale of the section of Road to be undertaken pursuant to the provisions of section 206 and clause 3 of Schedule 10 and section 223 of the *Local Government Act 1989*.

Consultation and Advocacy

- Council Departments
- Macquarie Local Government Lawyers
- Owners of adjoining properties
- Statutory Authorities

Related Documents

- *Local Government Act 1989*
- *Road Management Act 2004*
- Sale of Minor Council Property Assets Policy, Darebin City Council, 2015

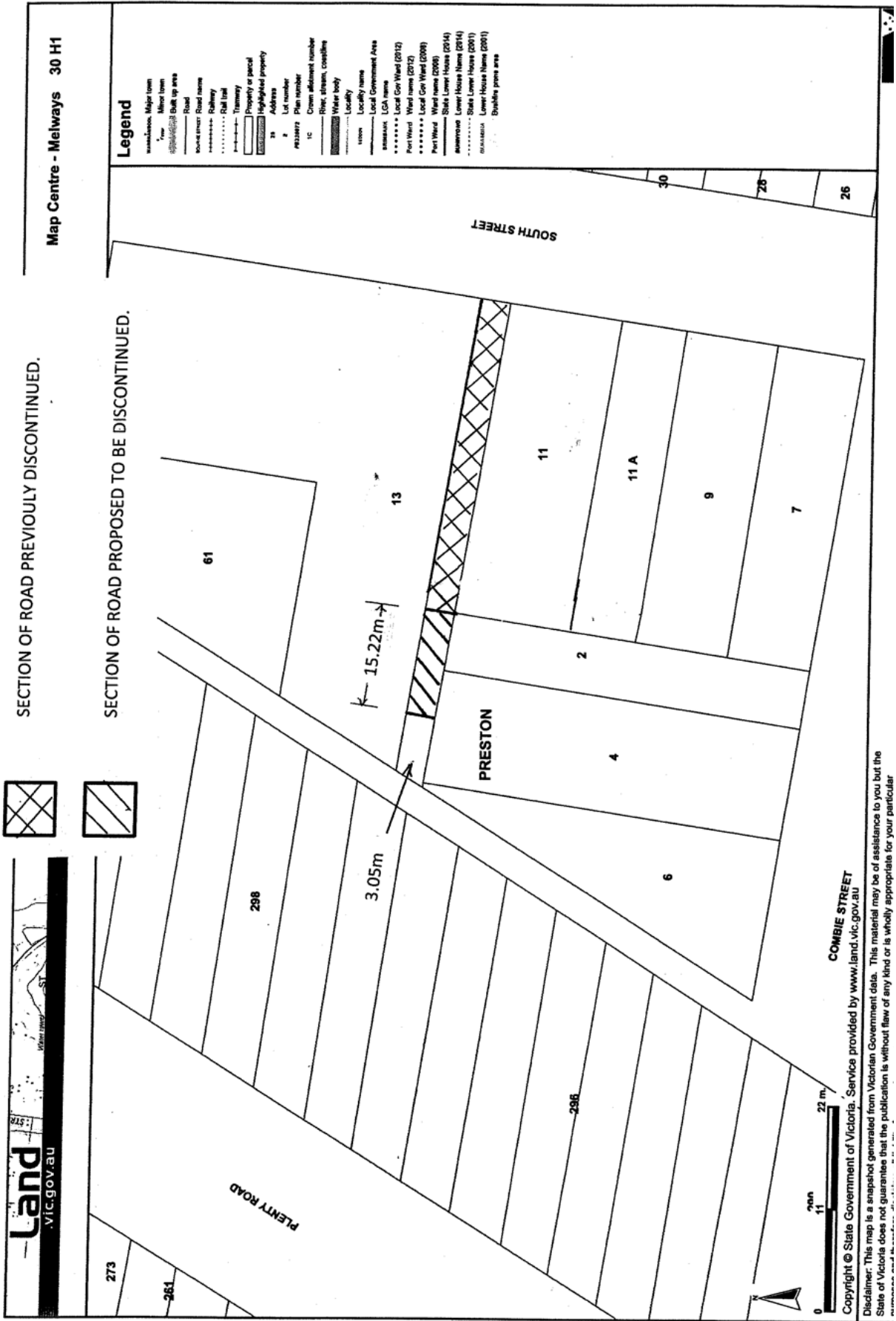
Attachments

- Site Plan (**Appendix A**) [↓](#)
- 2016 Aerial View (**Appendix B**) [↓](#)
- Discontinuance Plan (**Appendix C**) [↓](#)
- Title Plan TP955730V (**Appendix D**) [↓](#)

Disclosure of Interest

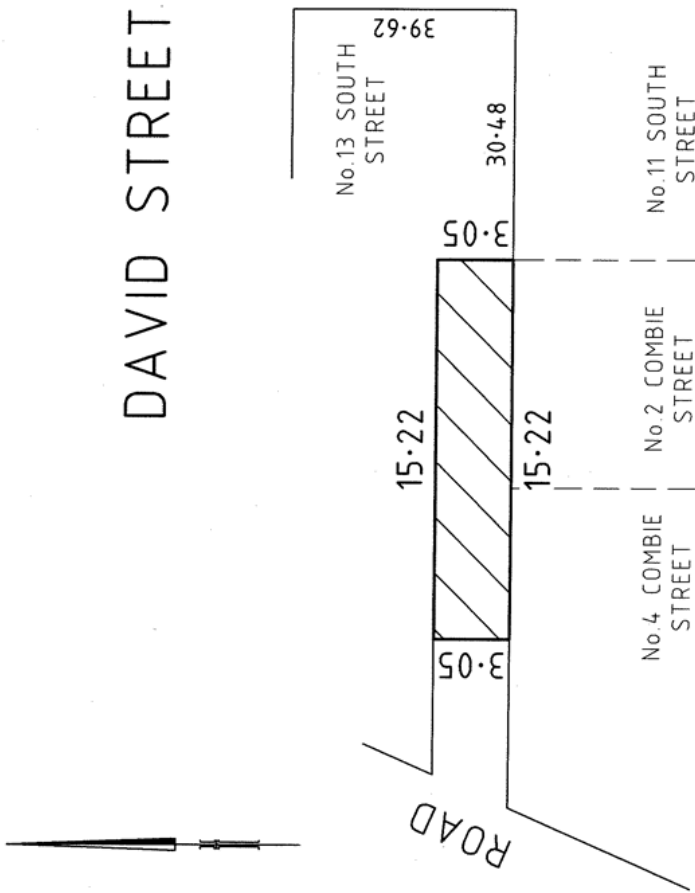
Section 80C of the *Local Government Act 1989* requires members of Council staff and persons engaged under contract to provide advice to Council to disclose any direct or indirect interest in a matter to which the advice relates.

The Officer reviewing this report, having made enquiries with relevant members of staff, reports that no disclosable interests have been raised in relation to this report.





SOUTH STREET



TITLE PLAN		EDITION 1	TP955730V	
LOCATION OF LAND PARISH JIKA JIKA TOWNSHIP - SECTION - CROWN ALLOTMENT - CROWN PORTION 145 (PART) LAST PLAN REFERENCE LOT A ON TP3748M DEPTH LIMITATION DOES NOT APPLY TITLE REFERENCE VOL.11583 FOL.276 MGA CO-ORDINATES E 324 535 (APPROX. CENTRE OF LAND IN PLAN) N 5 820 763 ZONE 55			WARNING THIS PLAN REPRESENTS AN EXPECTED DIVISION OF LAND. ANY ONE LOT MAY NOT HAVE BEEN CREATED. CHECK THE LOT/PLAN INDEX FOR CURRENT INFORMATION.	
			NOTATIONS THIS PLAN IS NOT BASED ON SURVEY.	
EASEMENT INFORMATION				
LEGEND E- ENCUMBERING EASEMENT OR CONDITION IN CROWN GRANT IN THE NATURE OF AN EASEMENT OR OTHER ENCUMBRANCE A- APPURTENANT EASEMENT R- ENCUMBERING EASEMENT (ROAD)				
EASEMENT REFERENCE	PURPOSE	WIDTH (METRES)	ORIGIN	LAND BENEFITED/IN FAVOUR OF
LOTS 1 & 2	AS PROVIDED FOR IN SEC.207C LGA 1989	SEE DIAGRAM	SEC.207C LGA 1989	YARRA VALLEY WATER CORPORATION
<p>The diagram shows a plan view of a street layout. At the top is DAVID STREET. To the right is SOUTH STREET. At the bottom are three streets labeled No. 4 COMBIE STREET, No. 2 COMBIE STREET, and No. 11 SOUTH STREET. A road is shown on the left. Lot 1 is a small area of 1m². Lot 2 is 44m². Lot 3 is 1m². Dimensions and bearings are provided for all boundaries. A north arrow is shown on the left, and a scale bar is at the bottom left.</p>				
SCALE 1:200	LENGTHS ARE IN METRES		LICENSED SURVEYOR DAVID JOHN MONAHAN	
SHEET 1 OF 1 SHEET ORIGINAL SHEET SIZE: A3			FILE NO : LGD	
BARKER MONAHAN A.C.N. 005 394 865 SURVEYORS, DEVELOPMENT AND LOCAL GOVERNMENT CONSULTANTS 581 GILBERT ROAD, PRESTON 3072 P.O. BOX 2546 REGENT WEST 3072 TELEPHONE 9478 6133 FAX 9470 5189 EMAIL: survey@barkermonahan.com.au			SIGNATURE DATE / / DEALING CODE : LGA	
REF. 13536 COMPUTER FILE: 3536TP.DWG		VERSION 02 DATE: 29/03/2016		

6.7 PROPOSED DISCONTINUANCE REAR 47 & 49 DAREBIN BOULEVARD AND 66 DUNDEE STREET, RESERVOIR**Author:** Property Manager**Reviewed By:** Director City Futures and Assets

Report Background

This report provides Council with an update on the outcome of the statutory procedures relating to the proposed discontinuance and sale of the right-of-way/road at the rear of 47 and 49 Darebin Boulevard and 6 Dundee Street, Reservoir.

Previous Council Resolution

At its meeting held on 1 August 2016 Council resolved:

'That Council:

- (1) *Commence the statutory procedures under section 206 and Clause 3 of Schedule 10 to the Local Government Act 1989 ("the Act") to discontinue the Road at the rear of 47 and 49 Darebin Boulevard and 66 Dundee Street, Reservoir, shown hatched on the plan enclosed as **Appendix A**.*
- (2) *Give public notice under sections 207A and 82A and 223 of the Act of the proposed discontinuance in the appropriate newspapers and on Council's website and such notice state that if discontinued, Council proposes to sell the land from the Road to the adjoining property owner at 49 Darebin Boulevard, Reservoir, by private treaty and transfer to itself any land from the road not sold to the adjoining property owners.'*

Previous Briefing(s)

Councillor Briefing – 20 February 2017

Council Plan Goal/Endorsed Strategy

Goal 5: Excellent Service
Strategy: 5.4 Long term responsible financial planning
Property Asset Management Strategy – May 2015

Goal: Vibrant City and Innovative Economy
Strategy: 1.4 Strategic Land Use and Sustainable Transport Planning Policies

Summary

This report provides the history and background relating to the right-of-way/road at the rear of 47 and 49 Darebin Boulevard and 66 Dundee Street, Reservoir, shown hatched on the site plan in **Appendix B** and in the aerial photo in **Appendix D**, as well as the outcome of the statutory procedures into its proposed discontinuance.

At its meeting of 1 August 2016, Council resolved to commence the statutory procedures and give public notice of the proposed discontinuance of the road. Public notice of the proposal was given in Preston Leader and Northcote Leader newspapers on 22 August and 23 August 2016 respectively.

Adjoining property owners were notified in writing and notification was also given on Council's website. The notice period ended on 23 September 2016 and no submissions or objections were received.

The owner of 49 Darebin Boulevard has been the only property owner to confirm an interest in acquiring the land from the road at current market value as well as meeting all of the reasonable costs associated with Council discontinuing the road. Internal and external referrals to Council departments and statutory authorities have also raised no objection but have indicated the need to have easements saved over the road, if discontinued.

This report recommends that following the completion of the statutory procedures for the proposed discontinuance and sale of the section of Road, and having received no submissions, that the Road be discontinued and sold by private treaty in accordance with Council policy. There would be no need for Council to transfer any land not sold to itself as Council is already the registered proprietor of the land.

Recommendation

That Council:

Having given public notice of a proposal to discontinue the road at the rear of 47 and 49 Darebin Boulevard and 66 Dundee Street, Reservoir, shown hatched on **Appendix A** to this report, and having received no submissions in respect of this proposal under section 223 of the *Local Government Act 1989*:

- (1) Discontinues the road in accordance with section 206 and schedule 10, Clause 3 to the *Local Government Act 1989*;
 - (2) Directs that a notice be published in the Victoria Government Gazette;
 - (3) Directs that the land from the road be sold by private treaty to the owners of the adjoining properties in accordance with Council policy and signed "in-principle" agreements;
 - (4) Directs that the discontinuance and sale will not affect any right, power or interest held by Yarra Valley Water in the road in connection with any sewers, drains or pipes, under the control of that Authority in or near the road; and
 - (5) Signs and seals all documents relating to the sale of any land from the discontinued road to the owners of the adjoining properties.
-

Introduction

In 2015, Council had received an inquiry from an adjoining property owner requesting the discontinuance and sale of the right-of-way/road at the rear of 47 and 49 Darebin Boulevard and 66 Dundee Street, Reservoir, which is shown, hatched on the site plan in **Appendix B** and on the aerial photo in **Appendix D**.

In 2008, the section of right-of-way/road at the rear of 40–64 Dundee Street and 27-45 Darebin Boulevard, Reservoir was discontinued and sold. The section under investigation was not included in the original discontinuance and remains a 'road' on title for which Council is the registered proprietor and therefore the road is protected from adverse possession by the occupier.

The road is currently occupied variously by 47 and 49 Darebin Boulevard (refer to aerial photo at **Appendix D** for context) and although it is not listed on Council's Register of Public Roads, it remains a road on title.

Once the initial investigations confirmed the feasibility of the proposed discontinuance, Macquarie Lawyers were commissioned to undertake the statutory procedures to facilitate the possible discontinuance and sale of the 3.05m wide section of road.

Issues and Discussion

Statutory Procedures

At its meeting of 1 August 2016, Council resolved to commence statutory procedures for the proposed discontinuance and sale of the 3.05m wide section of road at the rear of 47 and 49 Darebin Boulevard and 66 Dundee Street, Reservoir. Public notice of the proposal was given in Preston Leader and Northcote Leader newspapers on 22 August and 23 August 2016 respectively. Notification was also given on Council's website. Owners and occupiers of the adjoining properties were notified in writing and were advised that written submissions would be considered by Council as per the provisions of section 223 of the *Local Government Act 1989*.

Internal departments and external service authorities were consulted regarding the proposal and whilst no objections were received, both Yarra Valley Water and Council engineers' have advised that easements would need to be saved over the land, if discontinued. Yarra Valley has existing underground assets within part of the road and Council require an easement to cater for any future installation of a drain by Council.

The notice period ended on 23 September 2016 and no submissions were received from the public or adjoining property owners.

Land Allocation

All of the immediate owners have been consulted regarding the proposal. The owner of 49 Darebin Boulevard was the only adjoining property owner to confirm an interest in acquiring the land at the rear of their property, if discontinued, and has entered into an 'in-principle' agreement. Council will retain ownership of the balance of land that is unsold. The dimensions and proposed allocation/division of the Road are shown in the title plan (TP95833Q) in **Appendix C**.

Options for Consideration

Option 1 – Abandon the Proposal or Do Nothing Do Nothing

Council could resolve to abandon the proposal, take no action or may make no resolution on the matter. This option would mean that the road remains in Council's name (protecting it from adverse possession) and would continue to be occupied by the adjoining property owners.

Option 2 – Sell Lot 2 to 49 Darebin Boulevard, Reservoir (Recommended)

Council could resolve to proceed with the discontinuance and sale of the road, in accordance with the signed "in-principle" purchase agreement. This would be consistent with the statutory procedures which have been completed with no submissions or objections having been received. Lot 2 is currently 'occupied' by 47 Darebin Boulevard, however this occupation has only been evident from 2015 and is not of a substantial nature. The owners of 47 Darebin Boulevard have not replied to offers to purchase nor have they raised an objection to the sale of the land to the owners of 66 Dundee Street.

Lot 1 (currently occupied by 49 Darebin Boulevard) would remain owned by Council and may be considered for sale at a future date, should a purchaser be identified.

Financial and Resource Implications

The City Valuer placed a rate per square metre on the land at the rear of 49 Darebin Boulevard of \$517/m² (including GST) as at October 2015. The valuation takes into account the road's relationship to the purchaser and the fact the land is encumbered. The estimated encumbered market value of lot 2 on Title Plan TP95833Q with an area of 30m² would be \$15,510 (including GST). The land, once sold to an abutting owner, would attract additional Council rates. Costs associated with the statutory procedures and the sale of the road would be recovered from the purchaser.

Lot 1 would remain a Council asset that could be sold in the future.

Risk Management

Risks associated with each option are covered under the analysis of each option.

Policy Implications

Economic Development

There are no factors in this report which impact upon economic development.

Environmental Sustainability

There are no factors in this report which impact upon environmental sustainability.

Human Rights, Equity and Inclusion

Consultation with the immediate adjoining owners has been undertaken. The statutory procedures have extended this to the whole community by giving public notice of the proposal and providing the opportunity to anyone to make a formal submission to Council regarding the proposal.

Other

This report has been prepared having regard to Council's Sale of Minor Council Property Assets Policy.

Future Actions

- Arrange for a notice to be published in the Victoria Government Gazette.
- Arrange for the land to be sold and transferred to the owners of the adjoining properties by private treaty in accordance with Council Policy.

Consultation and Advocacy

- Council Departments
- Macquarie Local Government Lawyers
- Owners of adjoining properties
- Community consultation
- Statutory Authorities

Related Documents

- *Local Government Act 1989*
- *Road Management Act 2004*
- Sale of Minor Council Property Assets Policy, Darebin City Council, 2015
- Council Minutes – 1 August 2016

Attachments

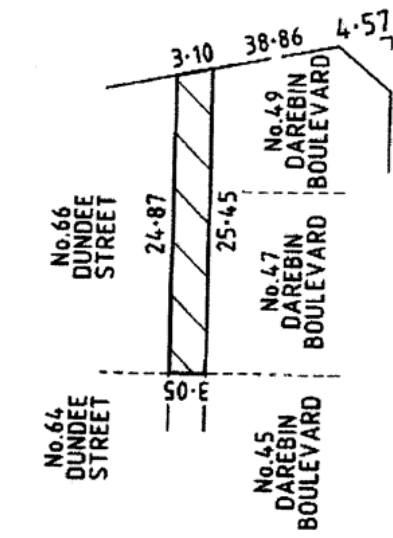
- Discontinuance Plan (**Appendix A**) [↓](#)
- Site Plan (**Appendix B**) [↓](#)
- Title Plan TP95833Q (**Appendix C**) [↓](#)
- Aerial View (**Appendix D**) [↓](#)

Disclosure of Interest

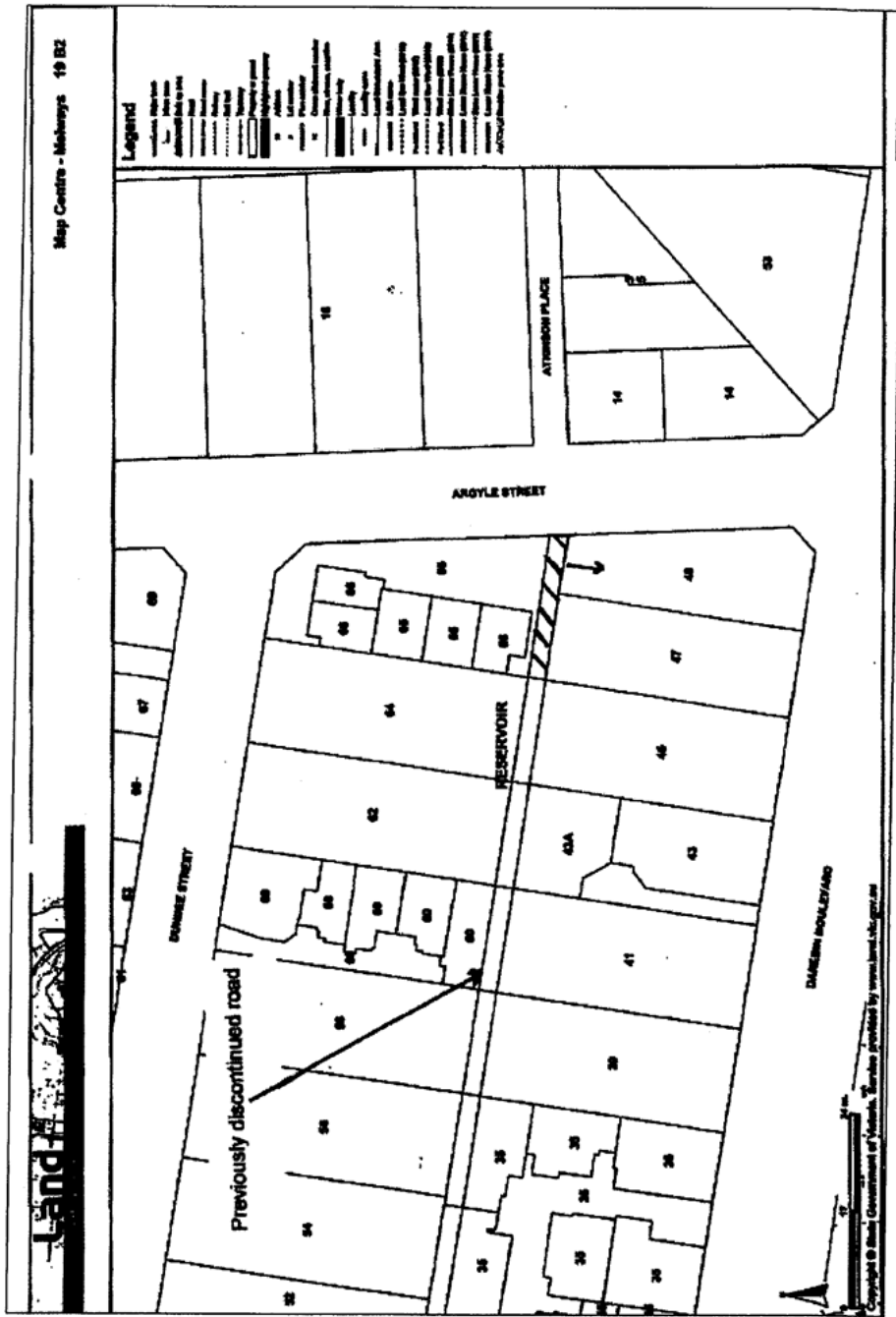
Section 80C of the *Local Government Act 1989* requires members of Council staff and persons engaged under contract to provide advice to Council to disclose any direct or indirect interest in a matter to which the advice relates.

The Officer reviewing this report, having made enquiries with relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

ARGYLE STREET



DAREBIN BOULEVARD



TITLE PLAN		EDITION 1	TP958333Q	
LOCATION OF LAND PARISH: KEELBUNDRA TOWNSHIP: - SECTION: - CROWN ALLOTMENT: - CROWN PORTION: 16 (PART) LAST PLAN REFERENCE: LP10418 DEPTH LIMITATION: DOES NOT APPLY TITLE REFERENCE: VBL5622 FOL 243 MGA CO-ORDINATES: E 325 885 ZONE 55 (APPROX. CENTRE OF LAND IN PLAN) N 5 825 295		WARNING THIS PLAN REPRESENTS AN EXPECTED DIVISION OF LAND ANY ONE LOT MAY NOT HAVE BEEN CREATED. CHECK THE LOT/PLAN INDEX FOR CURRENT INFORMATION.		
		NOTATIONS THIS PLAN IS NOT BASED ON SURVEY		
EASEMENT INFORMATION				
LEGEND E- ENCUMBERING EASEMENT OR CONDITION IN CROWN GRANT IN THE NATURE OF AN EASEMENT OR OTHER ENCUMBRANCE A- APPURTENANT EASEMENT R- ENCUMBERING EASEMENT (ROAD)				
EASEMENT REFERENCE	PURPOSE	WIDTH (METRES)	ORIGIN	LAND BENEFITED/IN FAVOUR OF
E-1	AS PROVIDED FOR IN SECTION 16A OF THE LOCAL GOVERNMENT ACT 1989	SEE DIAGRAM	SECTION 16A OF THE LOCAL GOVERNMENT ACT 1989	YARRA VALLEY WATER CORPORATION
SCALE 1:200 SHEET 1 OF 1 SHEET ORIGINAL SHEET SIZE: A3		LICENSÉE SURVEYOR DAVID JOHN MONAHAN SIGNATURE _____ DATE / /		FILE NO. LGD DEALING CODE . LGA
BARKER MONAHAN P.L.C. AND SOLO SURVEYORS, DEVELOPMENT AND LOCAL GOVERNMENT CONSULTANTS 101 GLEBEY ROAD, WESTON HEATH P.O. BOX 2545 BENTLEY WEST 3077 TELEPHONE 0433 3552 FAX 0433 3553 EMAIL: info@barkermonahan.com.au		REF. 1364.3 COMPUTER FILE 3643PP.DWG	VERSION 01 DATE 02/05/2016	



6.8 PROPOSED SALE OF COUNCIL LAND ADJOINING REAR OF 4 GRANDVIEW ROAD AND 3 GRANGE STREET, PRESTON**Author:** Property Manager**Reviewed By:** Director City Futures and Assets

Report Background

This report seeks Council approval to commence statutory procedures for the proposed sale of a parcel of Council land from a discontinued road at the rear of 4 Grandview Road and 3 Grange Street, Preston.

Previous Council Resolution

This matter is not the subject of a previous Council resolution.

Previous Briefing(s)

Councillor Briefing – 20 February 2017

Council Plan Goal/Endorsed Strategy

Goal: Excellent Service
Strategy: 5.4 Long term responsible financial planning
Property Asset Management Strategy – May 2015

Goal: Vibrant City and Innovative Economy
Strategy: 1.4 Strategic Land Use and Sustainable Transport Planning Policies

Summary

This report provides the history and background relating to negotiations for the proposed sale of a parcel of Council owned land from a discontinued road at the rear of 4 Grandview Road and 3 Grange Street, Preston, shown hatched on the site plan in **Appendix A**.

In 1992, Council resolved to discontinue and sell part of the right-of-way/road which is bounded by Grandview Road, Grange Street, Bruce Street and Cramer Street, Preston. Not all parcels were sold at that time and Council took title to the remaining unsold parcels of land.

In 2015, Council received an enquiry from an adjoining property owner expressing interest in the possible acquisition of the land from the discontinued road. The land is contained within Certificate of Title Volume 10368 Folio 644 for which Council is the registered proprietor and is shown as Lot 11 on Title Plan TP7638X (**Appendix B**).

Council officers commenced negotiations with the owners of 4 Grandview Road and 3 Grange Street with a view to selling the land. The owner of 4 Grandview Road has expressed interest in acquiring the land, consistent with its current use/occupation, in accordance with Council Policy.

Recommendation

That Council commences the statutory procedures under section 189 of the *Local Government Act 1989* (“the Act”) to sell the land from the discontinued road adjoining the rear of 4 Grandview Road and 3 Grange Street, Preston, shown hatched on **Appendix A**, contained within Certificate of Title Volume 10368 Folio 644 and known as Lot 11 on Title Plan TP7638X, to the owner of 4 Grandview Road, Preston, in accordance with Council policy.

Introduction

In 1992, part of the right-of-way/road bounded by Grandview Road, Grange Street, Bruce Street and Cramer Street, Preston was discontinued and sold, taking title of any unsold parcels of land.

In 2015, Council received an enquiry from an adjoining property owner expressing interest in the possible acquisition of the land from the discontinued road shown as Lot 11 on Title Plan TP7638X in **Appendix B** (Land).

Negotiations were commenced with the owners of 4 Grandview Road and 3 Grange Street with a view to selling the land. The owner of 4 Grandview Road has expressed interest in acquiring the land, consistent with its current use/occupation, in accordance with Council policy.

Once the initial investigations confirmed the feasibility of the proposed sale, Macquarie Lawyers were commissioned to prepare for the statutory procedures to facilitate the sale of Council’s land to the owner of 4 Grandview Road, Preston.

Issues and Discussion

Consultation with owners / purchase price / land allocation

All the immediate adjoining owners have been consulted regarding the proposal and no objections were received. The owner of 4 Grandview Road, Preston, has confirmed an interest in acquiring the land at current market value as well as meeting all of the reasonable costs associated with Council selling the Land.

Service Authorities / Council Departments

Internal departments and external service authorities were consulted when the right-of-way/road was discontinued in 1992 and easements have been saved over the land.

Implementation

The statutory land sale process requires Council to give public notice of its intention to sell the Land and invite submissions from any member of the public. Submitters may request to be heard by Council prior to a decision being made to proceed or otherwise with the proposal. All abutting property owners would receive correspondence specifically informing them to the proposal in writing and advising of their right to make a submission. At the conclusion of the notification period a report would be presented to Council for a decision on whether or not to sell the land.

Options for Consideration

Option 1 – Abandon the Proposal or Do Nothing

Council could resolve to abandon the proposal, take no action or may make no resolution on the matter. This option would mean that the land would remain in Council's ownership and the adjoining property owner would continue to occupy the Land.

Council may, at some time in the future, resolve to commence the statutory process to sell the land.

As Council is the registered proprietor of the land it is protected from adverse possession so taking no action to formalise the occupation (e.g. through sale to the occupier) would not present a risk of losing the land.

Option 2 – Commence the Statutory Procedures (Recommended)

Council could resolve to commence the statutory procedures to potentially sell the Land. This would extend the consultation to the wider community and enable all affected property owners the opportunity to make a submission. This option would assist Council in obtaining further insight into the overall consensus of surrounding property owners and the community in relation to the proposed sale.

Benefits of commencing the statutory process, depend on Council's decision on the proposed sale, could result in receipt of revenue from the sale of the Land which is no longer required for its original purpose.

It is proposed to sell the land to the present occupier and none of the other surrounding property owners have expressed an interest in the land, so it is anticipated that it will be unlikely that an objection would be received to the proposed sale.

Financial and Resource Implications

There are no financial or resource implications as a result of commencing the statutory procedures as contained in this report.

Costs associated with the conduct of the statutory procedures would be recovered from the purchaser, should Council resolve to sell the land at the end of the process. Should the land remain unsold at the end of the process costs for undertaking the statutory process would be funded from existing budgets.

Risk Management

Risks associated with each option are covered under the analysis of each option.

Policy Implications

Economic Development

There are no factors in this report which impact upon economic development.

Environmental Sustainability

There are no factors in this report which impact upon environmental sustainability.

Human Rights, Equity and Inclusion

There are no factors in this report which impact on human rights, equity and inclusion.

Other

This report has been prepared having regard to Council's Sale of Minor Council Property Assets Policy.

Future Actions

Arrange for the statutory procedures for the sale of the land in accordance with section 189 of the *Local Government Act 1989* to be undertaken. A further report will be presented to Council on the outcome of the statutory procedures.

Consultation and Advocacy

- Macquarie Local Government Lawyers
- Owners of adjoining properties

Related Documents

- *Local Government Act 1989*
- Council's Sale of Minor Council Property Assets Policy – May 2015

Attachments

- Site Plan (**Appendix A**) [↓](#)
- Title Plan TP7638X (**Appendix B**) [↓](#)

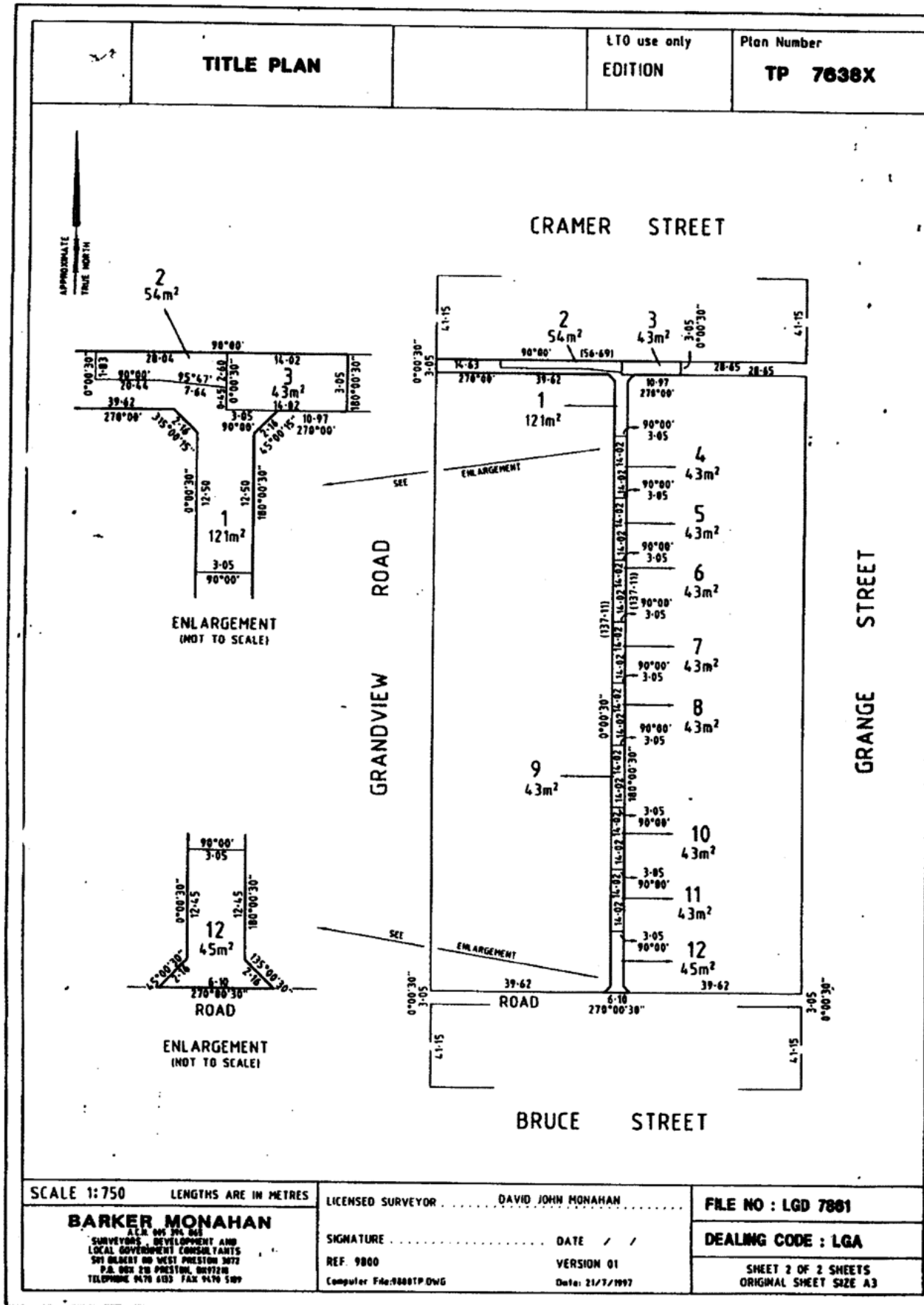
Disclosure of Interest

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

The Officer reviewing this report, having made enquiries with relevant members of staff, reports that no disclosable interests have been raised in relation to this report.



	TITLE PLAN		LTO use only EDITION	Plan Number TP 7638
Location of Land Parish: JKA JKA Township: - Section: - Crown Allotment: - Crown Portion: 144 (PART) LTO base record: CHART 218 (2796) Last Plan Reference: LP6213 Depth Limitation: DOES NOT APPLY Parent title reference: VOL.3609 FOL.704 Postal Address: CRAMER STREET, PRESTON 3072 AMG Co-ordinates: E: 322 520 ZONE: 55 (Approx. centre of land in plan) N: 5 821 800			Warning: This plan represents an expected division of land. Any one lot may not have been created. Check the Lot/Plan Index for current information.	
			Notations: THIS PLAN IS NOT BASED ON SURVEY	
Easement Information				
Legend: A - Appurtenant Easement E - Encumbering Easement R - Encumbering Easement (Road)				
Easement Reference	Purpose	Width (Metres)	Origin	Land Benefited/in Favour Of
ALL THE LAND IN THIS PLAN	AS PROVIDED FOR IN SEC.207C(1) LGA 1989	SEE DIAGRAM	SEC.207C(1) LGA 1989	CITY OF DAREBIN
ALL THE LAND IN THIS PLAN	AS PROVIDED FOR IN SEC.207C(1) LGA 1989	SEE DIAGRAM	SEC.207C(1) LGA 1989	YARRA VALLEY WATER LTD.
SEE SHEET 2 FOR DIAGRAM.				
BARKER MONAHAN <small>A.S.N. 905 394 005 SURVEYORS, DEVELOPMENT AND LOCAL GOVERNMENT CONSULTANTS 505 WILBERT RD WEST PRESTON 3072 P.O. BOX 518 PRESTON, VIC 3072 TELEPHONE 9476 6133 FAX 9476 5891</small>		LICENSED SURVEYOR DAVID JOHN MONAHAN SIGNATURE DATE / / REF. 9800 VERSION 01 <small>Computer File#0001P.DWG Date: 21/7/1997</small>		FILE NO : LGD 7881 DEALING CODE : LGA SHEET 1 OF 2 SHEETS ORIGINAL SHEET SIZE A3



6.9 SENIORS HOME GARDENING PROGRAM UPDATE**Author:** Manager Aged and Disability**Reviewed By:** Director Community Development

Report Background

This report is a response to the Council Resolution made on Monday 19 September 2016; that Council considers introducing a limited lawn mowing service with a means tested fee structure similar to what Whittlesea and Yarra Councils provide.

Previous Council Resolution

At its meeting held on 19 September 2016, Council resolved:

'That Council receive a further report for consideration in the mid-term budget review process on how it could introduce a limited lawn mowing service with a means tested fee structure similar to what Whittlesea and Yarra Councils provide.'

Previous Briefing(s)

Councillor Briefing – 28 April 2014

Councillor Briefing – 23 February 2015

Council Plan Goal/Endorsed Strategy

Goal 2 - Healthy and Connected Community

Active and Healthy Ageing Strategy 2011-2021

Summary

The Aged and Disability department currently operates a limited home gardening service as part of the Home Maintenance Service under the Commonwealth Home Support Programme (CHSP). The current service focuses on essential tasks and activities such as keeping access clear to ensure clients safety when navigating in their property. To introduce a lawn mowing service would change this service model.

The lawn mowing services operated by both Whittlesea and Yarra Councils were appraised, and two alternative models explored as potential options for Darebin City Council to establish similar services:

- In house service model
- Subcontracted service model

Based on the modelling in this report, the cost to Council in year one will be between \$138,700 and \$187,132 with ongoing costs of \$108,900 and \$157,331. It is also likely that demand for the service will be high requiring either or both additional resources and an operating a wait list for the service to manage the demand.

Additionally, significant reforms to the aged and disability sectors are creating a high level of uncertainty which will continue in the short to medium term. In light of this, Aged and Disability are undertaking quality and operational reviews of the services offered in order to better inform Council decision making when appropriate.

Recommendation

That Council:

- (1) Retains the current limited home gardening service within the property maintenance program.
 - (2) Notes that the property maintenance service will be included within the aged care review process.
-

Introduction

Darebin City Council offers a limited home gardening service within its Home Maintenance Service, the scope of which is currently defined by Commonwealth Home Support Programme (CHSP) guidelines. CHSP guidelines stipulate that “services must focus on repairs or maintenance in and around the home and garden to improve safety, accessibility and independence by minimising health and safety hazards.”

The service offered is primarily pruning back of over-hanging branches and other shrubbery that obstructs access paths to front or back doors, and does not include a lawn mowing service. The service primarily targets CHSP eligible clients.

In support of the Council resolution on 19 September 2016 officers in Aged and Disability explored, in detail, current home gardening services including lawn mowing currently offered by Whittlesea and Yarra Councils

Issues and Discussion

Benchmarking

Darebin City Council Home Maintenance Service is a service run in-house that is offered to community members eligible for CHSP or HACC Program for Young People (HACC PYP). The service includes essential and minor household repairs and clearing of garden paths with a focus on keeping people safe at home.

Aged and Disability services at both Whittlesea and Yarra Councils were approached to determine the scope and service models of their home maintenance and gardening services.

Funded solely by Council contributions, Whittlesea operates a sub-contracted service to deliver the following:

- General garden maintenance e.g. cutting trees and shrubs
- Regular lawn mowing: grass cutting, whip-snipping and removal of clippings

Although initially the service was focused on keeping CHSP and HACC PYP eligible clients safe at home, it has since expanded to include cosmetic-type (non-essential) lawn mowing with households receiving regular service based on a four week cycle. The service is very popular with a six weeks wait list for new clients.

Yarra Council offers both a pruning service and lawn mowing service, both of which are only offered for the purpose of preserving safety. Residents can request up to four services per year, however due to the nature of housing in Yarra being largely inner city dwellings with limited grass areas, the service primarily focuses on clearing paths and access for CHSP and HACC PYP eligible clients within the guidelines of CHSP.

This demonstrates that although funding for these services across the three municipalities comes from the same sources (Councils and CHSP, previously HACC), each Council defines the scope of service based on local needs. Darebin and Yarra’s services are co-funded by CHSP, therefore have maintained the scope of the service within CHSP guidelines. However, with additional Council contributions, Whittlesea has expanded their service to offer regular cosmetic lawn mowing.

Service Demands

Darebin City Council is home to a large number of older people with 14.7% of the population being 65 years and older, compared to 13.1% across greater Melbourne (2011 census data).

Darebin’s ageing community is predominantly concentrated in the north. The type of dwellings in the suburbs of Reservoir, Bundoora and Kingsbury are more similar to those in Whittlesea, whereas the types of dwellings in the south of the municipality are more comparable to those in Yarra.

Additionally, as seen in Figure 2 below, low income households in Darebin are also concentrated in the northern suburbs. This correlates with the target group of CHSP and HACC PYP funded services being those who are vulnerable, and may be unable to afford or in some cases arrange, services independently. This data indicates the likelihood that there would be significant uptake of a lawn mowing service in the northern suburbs where properties have larger areas of greenery.

Figure 1 - Older couples (65 years and older) without children

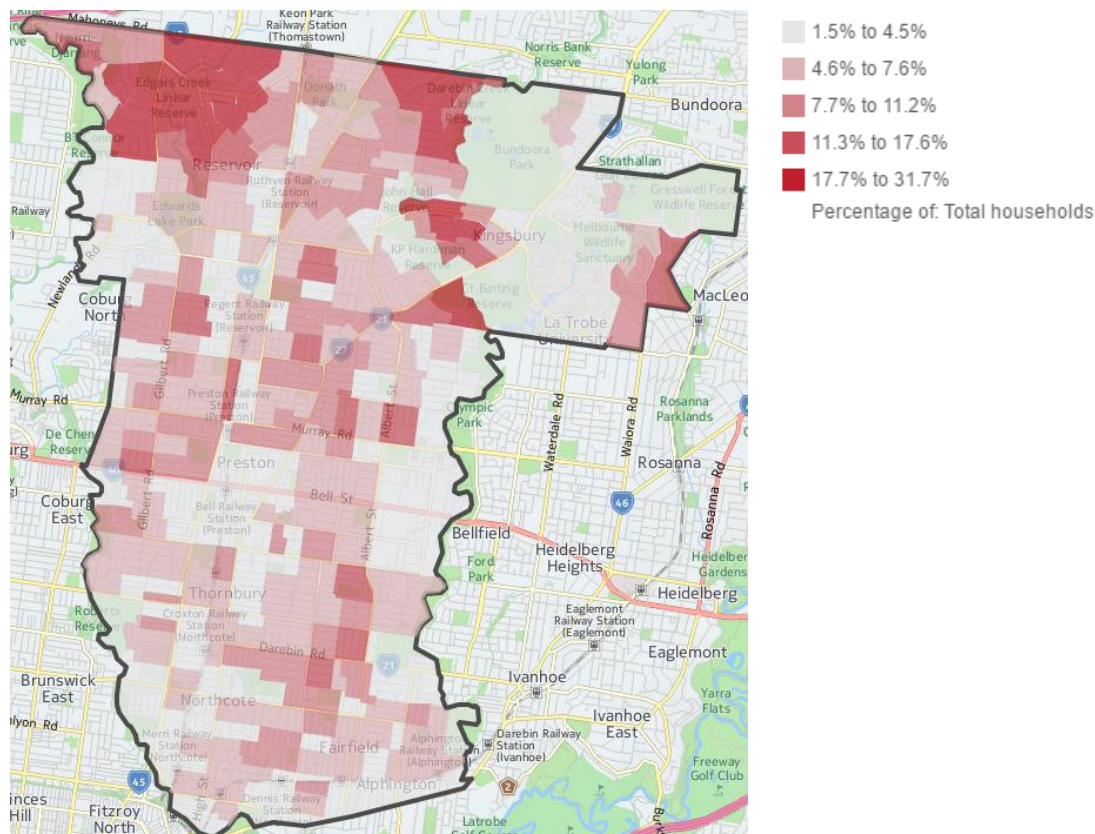
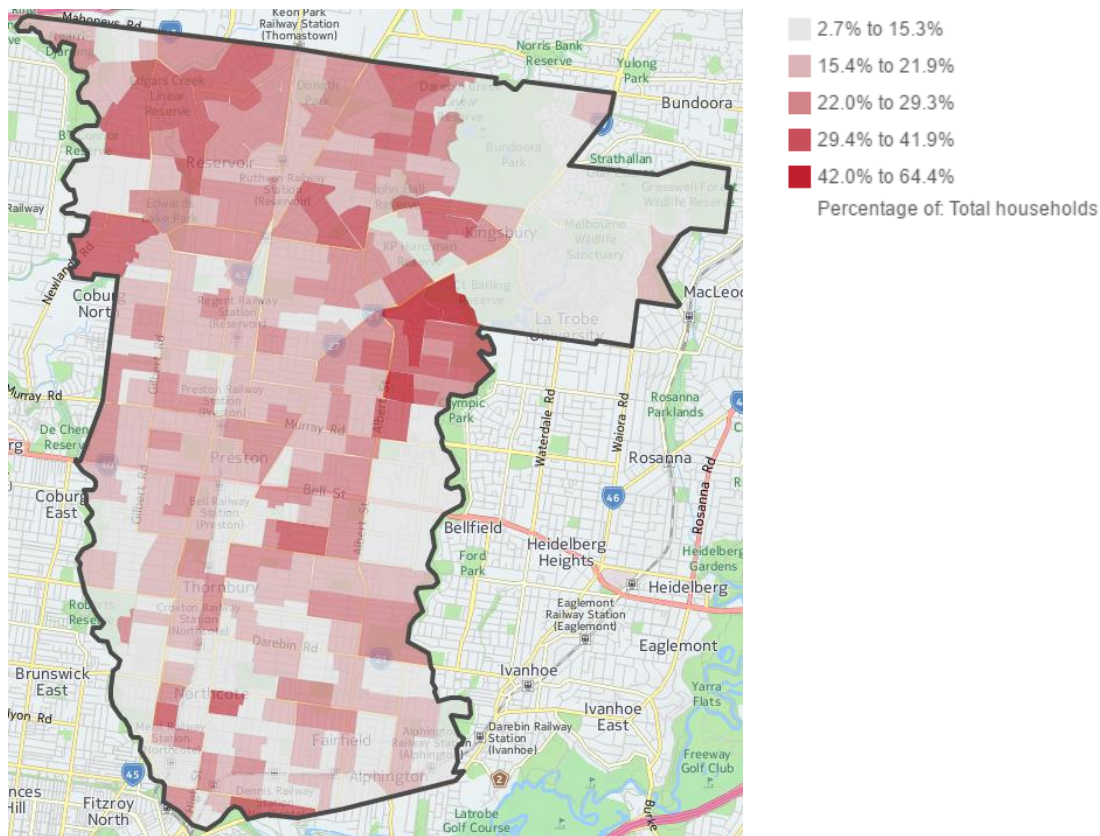


Figure 2. Low income households (less than \$600.00 per week)



Options for Consideration

Option 1 – Introduce a limited lawn mowing service in house

The introduction of this service will require Age and Disability to acquire additional skills and infrastructure (vehicle(s) and equipment). The service would be based at Robinson Road where current administration and management staff are at capacity. Therefore additional administration staff will be required to support the rostering and management of the service, as well as additional team leader resources for year one of operation, to support service establishment and development activities.

Table 1, below details costs associated with the service in year one and two based on current staff hourly rates. Staffing levels and service costs beyond this will be similar to those in year two.

Table 1 – Staff cost associated with option 1		
	Year 1	Year 2
Staff	Full Salary Cost	Full Salary Cost
Lawn mowing staff	\$69,275	\$69,275
Administrative support	\$38,036	\$38,036
Team Leader and Service Development	\$49,668	\$19,867
Total staff cost	\$156,979	\$127,178
Non staff cost	\$30,153	\$30,153
Total cost	\$187,132	\$157,331

Table 2 below outlines non – staff costs associated with the service

Table 2 – other costs associated with service	
Non staff costs	
Vehicle	\$18,553
Equipment	\$5,000
Mobile phone	\$600
Materials/consumables	\$5,000
Uniforms	\$1,000
Total	\$30,153

The service will deliver an estimated 920 units of service per year. This estimation is based on the mowing of four regular size household gardens daily and includes time allowance for set up, pack up and travel between jobs. Based on fees at neighbouring councils, the service fee will be set at \$15.00. This makes the unit cost in year one \$188.40 and \$156.00 for year two.

This service will only be available for 46 weeks of the year to allow for staff annual leave and sick leave. The service frequency will be between six and eight weeks, meaning between 110 and 130 households will receive the service annually. Whittlesea reported demand as very high, with roughly 1,200 households receiving the service per year. If similar demands are experienced in Darebin then either a wait list will need to be established or additional resources allocated by Council to manage the demand.

Option 2 - Introduce a limited lawn mowing service that is based on a subcontracted model

Aged and Disability will subcontract the lawn mowing service, and maintain administration support to triage service enquiries, and perform intake, invoicing, booking and rostering. Aged and Disability will require additional resources in year one to undertake service development and contract management plus ongoing contract management costs. Table 3 below outlines these costs.

Table 3 – staff cost associated with option 2		
	Year 1	Year 2
Staff	Full Salary Cost	Full Salary Cost
Administrative support	\$38,036	\$38,036
Team Leader and Service Development	\$49,668	\$19,867
Total staff cost	\$87,704	\$57,903

Whilst still servicing four households per day as per modelling for option one, this option is not required to account for staff leave, and will therefore be delivered 50 weeks of the year (excluding public holidays), equating to about 1,000 units of service per year.

Based on current market rate of \$66.00 (GST incl) for mowing of standard garden, Table 4 below outlines the cost to Council per service using a subcontracted model based on 1,000 service units per year

Table 4 – unit cost for option 2		
	Year 1	Year 2
Council staff cost	\$87.70	\$57.90
Subcontractor cost	\$66.00	\$66.00
User fee	-\$15.00	-\$15.00
	\$138.70	\$108.90

Total cost to Council in year one will be \$138,700. Without adjusting for inflation, the cost for year two and beyond will be \$108,900.

This model will allow between 125 and 150 households to be serviced per year. Again, if demand exceeds this level, Council will need to establish a wait list or allocate additional resources for the service. Using the subcontracted model, Whittlesea Council employs 2.00 EFT of administration staff plus the subcontractor cost and has a waitlist for the service.

Option 3 – Maintain the current scope of service

The current service offers clearing of shrubbery and branches to maintain safe access. This will preserve resident's safety at home, and will not have additional budgetary implications.

Summary of options

For Darebin to introduce a lawn mowing service would require a broadening of the service scope from a focus on safety, to other work that could be considered "cosmetic". The community aged care sector is currently undergoing significant changes whereby the funding model will continue to change over the coming 12 to 24 months. It is unclear at this point what the eventual service model will look like and how services will be funded. As such, it would be prudent not to broaden scope of existing services until this is clear. Starting a new service would not only require significant Council investment to set up and develop the service; but it would also create additional community expectations and dependency on the new service. The potential for significant changes in the short to medium term with regards to resourcing and priorities is high. Introducing a new non-essential service that may not be a priority in the future may create unnecessary angst for individual clients and the broader community.

Financial and Resource Implications

Options 1 and 2 will have ongoing financial implications for Council:

- Option 1 estimated additional cost in year one is \$187,132 and ongoing cost of service \$157,331
- Option 2 estimated additional cost in year one is \$138,700 and ongoing cost of the service as \$108,900

Currently there are no opportunities to absorb these costs within existing Aged and Disability services.

Option 3 will not have additional financial implications.

Risk Management

Table 5 below details risks for three options provided in this report.

	Option 1	Option 2	Option 3
Financial risk	Significant investment in service when there is significant amount of change in the sector.	Significant investment in service when there is significant amount of change in the sector.	No additional investment is required.
Organisational/staff risk	Working outdoors in a highly manual role, staff need to comply with OHS policies.	Contract management risks.	Nil beyond existing risk control.
Client/community risk	Demand for service exceeding available resources. Unequal distribution of service across different parts of the municipality	Demand for service exceeding available resources. Unequal distribution of service across different parts of the municipality.	A number of vulnerable people will not have access to lawn mowing service that is subsidised by Council.

Policy Implications

Economic Development

A sub-contract model (option 2) with service provider sourced locally will contribute about \$60,000 to the local economy.

Environmental Sustainability

There are no factors in this report which impact upon environmental sustainability.

Human Rights, Equity and Inclusion

Options 1 and 2 are likely to disproportionately benefit older residents in the northern part of the municipality where there are greater levels of disadvantage and diversity. Option 3 is not likely to impact human rights, equity or inclusion.

Other

There are no other factors which impact on this report.

Future Actions

Future action will be determined by Council resolution

Consultation and Advocacy

- Whittlesea City Council - Aged and Disability Service
- Yarra City Council - Aged and Disability Service

Related Documents

- Council Minutes – 2 December 2013, 20 April 2015 and 19 September 2016

Attachments

Nil

Disclosure of Interest

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

The Officer reviewing this report, having made enquiries with relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

7. CONSIDERATION OF RESPONSES TO PETITIONS, NOTICES OF MOTION AND GENERAL BUSINESS

Nil

8. NOTICES OF MOTION

Nil

9. URGENT BUSINESS

10. GENERAL BUSINESS

Nil

11. PETITIONS

12. REPORTS OF STANDING COMMITTEES

Nil

13. RECORDS OF ASSEMBLIES OF COUNCILLORS

13.1 ASSEMBLIES OF COUNCILLORS HELD

An Assembly of Councillors is defined in section 3 of the *Local Government Act 1989* to include Advisory Committees of Council if at least one Councillor is present or, a planned or scheduled meeting attended by at least half of the Councillors and one Council Officer that considers matters intended or likely to be the subject of a Council decision.

Written records of Assemblies of Councillors must be kept and include the names of all Councillors and members of Council staff attending, the matters considered, any conflict of interest disclosures made by a Councillor attending, and whether a Councillor who has disclosed a conflict of interest leaves the assembly.

Pursuant to section 80A (2) of the Act, these records must be, as soon as practicable, reported at an ordinary meeting of the Council and incorporated in the minutes of that meeting.

An Assembly of Councillors record was kept for:

- Sexuality, Sex and Gender Diversity Advisory Committee – 21 February 2017
- Darebin Aboriginal Advisory Committee – 8 March 2017

Recommendation

That the record of the Assembly of Councillors held on 21 February 2017 and 8 March 2017 and attached as **Appendix A** to this report, be noted and incorporated in the minutes of this meeting.

Related Documents

- *Local Government Act 1989*

Attachments

- Assembly of Councillors (**Appendix A**) [↓](#)



ASSEMBLY OF COUNCILLORS PUBLIC RECORD

ASSEMBLY DETAILS:	Title:	Sexuality, Sex and Gender Diversity Advisory Committee
	Date:	Tuesday 21 February 2017
	Location:	Council Chambers, 350 High Street, Preston
PRESENT:	Councillors:	Cr Suzanne Newton
	Council Staff:	Mandy Bathgate, Amelia Basset, Clinton Fullgrabe
	Other:	Members of the Sexuality, Sex and Gender Diversity Advisory Committee
APOLOGIES:		Cr Steph Amir

The Assembly commenced at 6.05pm

MATTERS CONSIDERED		DISCLOSURES AND COMMENTS
1	Pilot of TGD swim nights at Reservoir Leisure Centre	No disclosures were made
2	New Find The Rainbow map resource	No disclosures were made
3	Debrief of Midsumma activities	No disclosures were made
4	Response to on Marriage Alliance anti-marriage equality leafleting in Preston	No disclosures were made
5	IDAHOBIT 2017 planning	No disclosures were made
6	Council Plan 2017-2021 input	No disclosures were made

The Assembly concluded at 8.30pm

RECORD COMPLETED BY:	Officer Name:	Amelia Basset
	Officer Title:	Human Rights Officer



ASSEMBLY OF COUNCILLORS PUBLIC RECORD

ASSEMBLY DETAILS:	Title:	Darebin Aboriginal Advisory Committee
	Date:	Wednesday 8 March 2017
	Location:	Council Chambers, 350 High Street, Preston
PRESENT:	Councillors:	Cr. Gaetano Greco (Deputy Mayor) Cr. Susan Rennie Cr. Susanne Newton
	Council Staff:	Mandy Bathgate, Stuart McFarlane, Kelli Bartlett, Marie Dugan, Jim Barrett, Bhensri Naemiratch,
	Other:	Members of the Darebin Aboriginal Advisory Committee Nathan Leitch – (Social Compass Consultant)
APOLOGIES:		Aunty Doreen Garvey-Wandin (Senior Wurundjeri Elder) Uncle Ron Jones (Wurundjeri Elder) John Prince (Social Compass Consulting)

The Assembly commenced at 4.00pm

MATTERS CONSIDERED		DISCLOSURES AND COMMENTS
1	Overview of Darebin Councils Commitment to Aboriginal Community	No disclosures were made
2	Darebin Aboriginal Action Plan update	No disclosures were made
3	Darebin Aboriginal Employment Strategy(AES) overview	No disclosures were made
4	Darebin Council Plan	No disclosures were made
5	Darebin Health and Wellbeing Plan	No disclosures were made

MATTERS CONSIDERED		DISCLOSURES AND COMMENTS
6	Standing agenda items to be considered on DAAC <ul style="list-style-type: none"> • Aboriginal Employment Strategy • Treaty • Darebin Health and Wellbeing Plan • Darebin Council Plan 	No disclosures were made
7	General Business <ul style="list-style-type: none"> • As this was the first meeting for 2017 held with 8 new Aboriginal members of the DAAC discussion was based on informing members of Council's business and providing the context to which Aboriginal community in Darebin have an understanding of the important role they play in advising and guiding Council 	No disclosures were made
8	Meeting Close	No disclosures were made

The Assembly concluded at 6.00pm

RECORD COMPLETED BY:	Officer Name:	Stuart McFarlane
	Officer Title:	Aboriginal Contact Officer

14. REPORTS BY MAYOR AND COUNCILLORS

Recommendation

That Council notes the Reports by Mayor and Councillors.

15. CONSIDERATION OF REPORTS CONSIDERED CONFIDENTIAL**CLOSE OF MEETING****Recommendation**

That in accordance with section 89(2)(h) of the *Local Government Act 1989*, Council resolves to close the meeting to members of the public to consider the following item which relates to a matter which the Council or special committee considers would prejudice the Council or any person:

15.1 Surplus Victorian Government Land - 421 High Street, Preston (DELWP)

RE-OPENING OF MEETING**Recommendation**

That the meeting be re-opened to the members of the public.

CONFIDENTIAL**15.1 SURPLUS VICTORIAN GOVERNMENT LAND - 421 HIGH STREET, PRESTON (DELWP)****Author:** Manager Strategic Assets Management**Reviewed By:** Director City Futures and Assets

Report Background

This report provides further information based on actions arising from consideration of the same matter at the Council meeting of 6 June 2016.

Previous Council Resolution

At its meeting held on 6 June 2016, Council resolved:

'That Council:

- (1) *Note that the property at 421 High Street would fulfil a strategic need as identified in the Preston Central Structure Plan, Preston Central Incorporated Plan and the Preston Civic Precinct Masterplan to provide a public pedestrian pathway between High Street and the Preston Market.*
- (2) *The Mayor write to the Member for Preston and the Minister for Planning:*
 - a. *Indicating the need for a public pedestrian pathway between High Street and the Preston Market and the Railway Station.*
 - b. *Seeking information as to the reason the property at 421 High Street, Preston was identified as surplus land by Department of Environment, Land, Water and Planning.*
 - c. *Requesting a review of the Department of Environment, Land, Water and Planning's assessment that possession of 421 High Street, Preston is surplus to government requirements.*
 - d. *Requesting continued support from the state government for the Preston Central Major Activity Centre.*
 - e. *Requesting that the land remains in government ownership and used for the purpose it was purchased for.*
 - f. *Requesting the land sale process to be halted until formal correspondence is received in relation to recommendations 1 and 2 inclusive.'*

Previous Briefing(s)

This matter has not previously been to a (recent) Councillor Briefing.

Council Plan Goal/Endorsed Strategy

Goal 1 - Vibrant City and Innovative Economy

- Promote an innovative, vibrant and thriving economy with physical infrastructure that is both well maintained and appropriately regulated

Summary

Council had received advice through the Victorian Government's First Right of Refusal (FROR) process that a parcel of Victorian Government owned land at 421 High Street (which was acquired by the Department of Planning in November 2008 to support the vision established in the Preston Central Structure Plan, Preston Central Incorporated Document and the Preston Civic Precinct Masterplan), was now considered surplus to government requirements.

The land had been assessed using the Darebin Property Management Strategy's Decision Logic Map and identified as a redevelopment option that supported strategic intentions to create a 24hr pedestrian pathway between High Street and the Preston Market.

Council considered this matter in June 2016 and resolved to write to the Victorian Government to request them to review their decision to declare the land surplus and to retain the land in government ownership. The Minister for Planning provided a response in November 2016 to advise that he had determined that the property was surplus, that the property had been referred to the Department of Treasury and Finance for sale and that Council should move promptly if it wished to purchase the property for a pedestrian pathway.

Recommendation

That the Council report and resolution remains confidential.

16. CLOSE OF MEETING