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AGENDA OF THE ORDINARY COUNCIL MEETING

To be held on Monday 27 June 2022 at 6.00pm

**This Council Meeting will be held at Preston Town Hall,
284 Gower Street, Preston.**

**This meeting will also be livestreamed and may be
accessed from Councils website www.darebin.vic.gov.au.**

Persons wishing to submit a 'Public Question' may do so
online by 12.00 noon on the day of the meeting via the
Question and Submissions form.



ACKNOWLEDGEMENT OF TRADITIONAL OWNERS AND ABORIGINAL AND TORRES STRAIT ISLANDER COMMUNITIES IN DAREBIN

Darebin City Council acknowledges the Wurundjeri Woi-Wurrung people as the Traditional Owners and custodians of the land we now call Darebin and pays respect to their Elders, past, present and emerging.

Council pays respect to all other Aboriginal and Torres Strait Islander communities in Darebin.

Council recognises, and pays tribute to, the diverse culture, resilience and heritage of Aboriginal and Torres Strait Islander people.

We acknowledge the leadership of Aboriginal and Torres Strait Islander communities and the right to self-determination in the spirit of mutual understanding and respect.



English

These are the Minutes for the Council Meeting. For assistance with any of the items in the minutes, please telephone 8470 8888.

Arabic

هذه هي محاضر اجتماع المجلس. للحصول على المساعدة في أي من البنود في المحاضر، يرجى الاتصال بالهاتف 8470 8888.

Chinese

这些是市议会会议纪要。如需协助了解任何纪要项目，请致电8470 8888。

Greek

Αυτά είναι τα Πρακτικά της συνεδρίασης του Δημοτικού Συμβουλίου. Για βοήθεια με οποιαδήποτε θέματα στα πρακτικά, παρακαλείστε να καλέσετε το 8470 8888.

Hindi

ये काउंसिल की बैठक का सारांश है। सारांश के किसी भी आइटम में सहायता के लिए, कृपया 8470 8888 पर टेलीफोन करें।

Italian

Questo è il verbale della riunione del Comune. Per assistenza con qualsiasi punto del verbale, si prega di chiamare il numero 8470 8888.

Macedonian

Ова е Записникот од состанокот на Општинскиот одбор. За помош во врска со која и да било точка од записникот, ве молиме телефонирајте на 8470 8888.

Nepali

यी परिषद्को बैठकका माइन्युटहरू हुन्। माइन्युटका कुनै पनि वस्तुसम्बन्धी सहायताका लागि कृपया 8470 8888 मा कल गर्नुहोस्।

Punjabi

ਇਹ ਕੌਂਸਲ ਦੀ ਮੀਟਿੰਗ ਵਾਸਤੇ ਸੰਖੇਪ ਸਾਰਾਂਸ਼ ਹੈ। ਸੰਖੇਪ ਸਾਰਾਂਸ਼ ਵਿਚਲੀਆਂ ਕਿਸੇ ਵੀ ਆਈਟਮਾਂ ਸੰਬੰਧੀ ਸਹਾਇਤਾ ਵਾਸਤੇ, ਕਿਰਪਾ ਕਰਕੇ 8470 8888 ਨੂੰ ਟੈਲੀਫੋਨ ਕਰੋ।

Somali

Kuwaani waa qodobadii lagaga wada hadlay Fadhiga Golaha. Caawimada mid kasta oo ka mid ah qodobada laga wada hadlay, fadlan la xiriiir 8470 8888.

Spanish

Estas son las Actas de la Reunión del Concejo. Para recibir ayuda acerca de algún tema de las actas, llame al teléfono 8470 8888.

Urdu

یہ کاؤنسل کی میٹنگ کا ایجنڈا ہے۔ ایجنڈے کے کسی بھی حصے کے بارے میں مدد کے لیے براہ مہربانی 8470 8888 پر فون کریں۔

Vietnamese

Đây là những Biên bản Họp Hội đồng Thành phố. Muốn có người trợ giúp mình về bất kỳ mục nào trong biên bản họp, xin quý vị gọi điện thoại số 8470 8888.

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Agenda

1. OPENING OF MEETING AND MEMBERSHIP

Cr. Lina Messina (Mayor) (Chairperson)

Cr. Trent McCarthy (Deputy Mayor)

Cr. Emily Dimitriadis

Cr. Gaetano Greco

Cr. Tom Hannan

Cr. Tim Laurence

Cr. Susanne Newton

Cr. Susan Rennie

Cr. Julie Williams

2. ACKNOWLEDGEMENT OF TRADITIONAL OWNERS

3. APOLOGIES

4. DISCLOSURES OF CONFLICTS OF INTEREST

5. CONFIRMATION OF THE MINUTES OF COUNCIL MEETINGS

| |
|-----------------------|
| Recommendation |
|-----------------------|

That the Minutes of the Ordinary Meeting of Council held on 23 May 2022, the Special Meeting of Council held on 6 June 2022 be confirmed as a correct record of business transacted.

6. QUESTION AND SUBMISSION TIME

Members of the public can lodge questions for Council to answer or make a Comment or Submission prior to a specific item listed on the Agenda of an Ordinary Council meeting.

QUESTIONS

Members of the public can ask up to three (3) questions at an Ordinary Council meeting.

Questions submitted online will be responded to in the first instance. If you are not present at the meeting, the Chairperson will read the question and provide a response. The Chairperson may then take questions from members in the gallery.

Questions from the gallery must be submitted in writing to the Council Officer in attendance in the gallery prior to the commencement of the meeting.

Any question not answered at the meeting will be taken on notice and a written response will be provided to the person asking the question.

In accordance with the Council Governance Rules 2020, the Chairperson may disallow a question if it:

- a) relates to a matter outside the duties, functions or powers of Council;
- b) is defamatory, indecent, abusive, offensive, irrelevant, trivial or objectionable in language or substance;
- c) may lead to a breach of Council's statutory obligations;
- d) relates to a Notice of Motion, Petition or item of urgent business;
- e) deals with a subject matter already answered;
- f) is aimed at embarrassing a Councillor or an Officer; or
- g) deals with a matter that should be, or has been, considered as a confidential matter or relates to any matter in respect of which Council may close the Meeting to the public under section 66 of the *Local Government Act 2020*.

No questions directed at an individual Councillor or Officer will be allowed

SUBMISSIONS OR COMMENTS

Members of the public may make a comment or 2 minute submission on a report listed on the Agenda (unless not permitted pursuant to the Councils Governance Rules) prior to the item being debated.

A person who is unable to stay at the meeting until the Agenda item is heard, may make their comment or submission during Question Time. If a person or their representative is not present in the gallery when the agenda item is considered, their submission will not be read out.

HOW TO SUBMIT YOUR QUESTION OR MAKE A COMMENT OR SUBMISSION

Members of the public who wish to ask a question, or make a comment or submission to an agenda item, at an Ordinary Council Meeting may register their question or submission before 12.00 noon on the day of the meeting in one of the following ways:

- (a) online at darebin.vic.gov.au/questionsandsubmissions; or
- (b) by mail to PO Box 91, Preston 3072.

Council meetings can be viewed at the Watch Council and Planning Committee meetings page.

Agenda's will be 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.

7. PETITIONS

8. CONSIDERATION OF REPORTS

8.1 2022-23 COUNCIL PLAN ACTION PLAN

Author: Coordinator Corporate Strategy

Reviewed By: General Manager, Governance and Engagement

EXECUTIVE SUMMARY

Council is required by section 90 of the *Local Government Act 2020* ('the Act') to prepare a Council Plan that contains: the strategic direction of Council; strategic objectives for achieving the strategic direction; strategies for achieving the objectives for a period of at least the next four financial years; strategic indicators for monitoring the achievement of the objectives and a description of Council's initiatives and priorities for services, infrastructure and amenity.

The 2021-25 Council Plan (incorporating the Municipal Public Health and Wellbeing Plan) was adopted by Council on 28 June 2021. Historically, Council has adopted an annual Council Plan Action Plan that sets out in more detail how the objectives of the Council Plan will be achieved during the forthcoming year of the plan. Whilst this is not required by the Local Government Act 2020, Council intends to continue this best practice approach to ensure transparency and accountability to the Darebin community as it fulfils its commitment to deliver the 2021-25 Council Plan. This further supports feedback received from the Secretary to include a commitment in the Council Plan to develop an action plan for the health and wellbeing priorities.

The 2022-23 Council Plan Action Plan (refer **Appendix A**) addresses the second year of the Council Plan 2021-25 and clearly articulates Council's priorities and initiatives towards achieving the 2041 Darebin Community Vision. The 2022-23 Council Plan Action Plan is predominately a continuation of the 2021-22 Council Plan Actions, to ensure the four-year strategic actions are achieved. Also included are deferred actions from 2021-22 Council Plan Action Plan and there are several new strategic actions commencing

| |
|-------------------------------|
| Officer Recommendation |
|-------------------------------|

That Council:

- (1) Endorses the 2022-23 Council Plan Action Plan (incorporating the Municipal Health and Wellbeing Plan), noting the:
 - a. inclusion of seven year one only strategic actions from 2021-22;
 - b. inclusion of two new strategic actions as per the 2021-25 Council Plan;
 - c. inclusion of six new actions arising from the consultation on the draft 2022/23 Budget, Hearing of Submissions on 26 May 2022 and further considerations;
 - d. the deferral of three strategic actions to year three and year four of the 2021-25 Council Plan.
- (2) Notes that the inclusions and deferrals of strategic actions for the 2022-23 Council Plan Action Plan will be amended in the 2021-25 Council Plan

BACKGROUND / KEY INFORMATION

The development of the 2022-23 Council Plan Action Plan, year two of the 2021-25 Council Plan, commenced in October 2021 and has had multiple organisational-wide critical reviews over the past seven months, which has included the Quarter Three 2021-22 Council Plan Action Plan progress report.

For 2022-23 Council Plan Action Plan there are 202 yearly actions which will deliver on 142 strategic actions. Of the 142 strategic action, 87 actions are identified as delivering health & wellbeing outcomes.

The 2022-23 Council Plan Action Plan remains ambitious and if current COVID-19 disruptions continue without easing during the year, it is possible that some year two strategic actions or yearly actions may need to be considered for deferral. At this stage the 2021-25 Council Plan, remains achievable, albeit with some deferral between the years.

It is evident that the disruptions to date have had an impact on both Council as an organisation, and also on our partners and community members. There have been staffing challenges, changing needs to respond to, and limited availability or 'bandwidth' for some in our community to engage with Council currently. These disruptions are anticipated to be experienced throughout 2022-23 and may impact on the delivery of the 2022-23 Council Plan Action Plan.

Previous Council Resolution

At its meeting held on 26 July 2021, Council resolved:

'That Council:

- (1) *Note that Council has received confirmation of the exemption from complying with Section 26 (2) of the Public Health and Wellbeing Act 2008, relating to the preparation of a Municipal Public Health and Wellbeing Plan, from the Secretary Department of Health approved subject to amendments including:
 - a) *Developing an action plan for the health and wellbeing priorities that links strategies to actions and identifies progress measures.*
 - b) *Annual action plans should be referenced in the your 2021–2025 Council Plan and be publicly accessible.*
 - c) *A description of how Council will work with partners and community to develop and implement the action plan for health and wellbeing priorities and measure progress is also required.**
- (2) *Note the changes made to the adopted 2021 – 2025 Council Plan (incorporating the Municipal Public Health and Wellbeing Plan) at Appendix A to incorporate the feedback from the Secretary Department of Health.*
- (3) *Note the changes made to the Health and Wellbeing Profile Report 2021 at Appendix B to incorporate the feedback from the Secretary Department of Health.*
- (4) *Adopts the Council Plan Action Plan 2021-22 at Appendix C'*

ALIGNMENT TO 2041 DAREBIN COMMUNITY VISION

Strategic Direction 1: Vibrant, Respectful and Connected

Strategic Direction 2: Prosperous, Liveable and Flourishing

Strategic Direction 3: Climate, Green and Sustainable

ALIGNMENT TO 2021-25 COUNCIL PLAN

Strategic Direction 1: Vibrant, Respectful and Connected

Strategic Direction 2: Prosperous, Liveable and Flourishing

Strategic Direction 3: Climate, Green and Sustainable

Strategic Direction 4 Responsible, Transparent and Responsive

ALIGNMENT TO COUNCIL PLAN STRATEGIC OBJECTIVES

The 2022-23 Council Plan Action Plan is aligned to all strategic objectives of the 2021-25 Council Plan.

DISCUSSION

The development of the 2022-23 Council Plan Action Plan occurs over seven months and takes into consideration the progress status of actions throughout the quarterly progress reports.

The 2022-23 Council Plan Action Plan comprises of 202 actions delivering on 142 strategic actions. The number of strategic actions is slightly higher than originally planned, which is due to deferring seven, year one only strategic actions from 2021-22 to 2022-23. Of the 142 strategic actions, 87 actions will be delivering health & wellbeing benefits to the Darebin community.

Two actions have been deferred to year three and another one has been deferred to year four as per the table below:

| Council Plan Action Number | Strategic Direction | Strategic Objective | Strategic Action | Deferred to: |
|----------------------------|-----------------------------------|--|--|---|
| 3-5 | Vibrant, Respectful and Connected | We will help to build an inclusive and empowered community, where social cohesion and community harmony are fostered | Develop a program to support middle-years students (later primary school and early second school-aged) from Darebin schools to connect with each other, and take action on climate and waste issues together, to support student voices. | 2023-24 (year three of Council Plan). This is deferred to ensure the appropriate timing and success of project by ensuring schools have properly recovered from the COVID-19 disruptions |

| Council Plan Action Number | Strategic Direction | Strategic Objective | Strategic Action | Deferred to: |
|----------------------------|--------------------------------------|--|---|--|
| 2-23 | Prosperous, Liveable and Flourishing | Consider the development of a Global Learning Hub in the Preston Civic Precinct that incorporates library and community spaces, and looks at options to include social housing | Deliver the Global Learning Hub feasibility options report to Council | 2023-24 (year three of Council Plan). To reallocate funding priorities and resources to investigate short term gender inclusive change facilities infrastructure. |
| 2-14 | Prosperous, Liveable and Flourishing | Plan for the redevelopment of John Hall pavilion and public toilet in Kingsbury | Develop a Plan for the renewal of the John Hall Pavilion | 2024-25 (year four of Council Plan). This is an administration error and has been deferred to year four to align with the 10-year Capital Works Plan. |

The 2022-23 yearly actions distribution across the Council Plan four strategic directions is comparable to 2021-22, or are slightly less, due to completed strategic actions. This means that for 2022-23 Council will continue to deliver work towards achieving all four strategic directions.

The figure below illustrates the breakdown of 2022-23 yearly actions per strategic direction



The majority of the 202 yearly actions will be continuing work that has commenced in 2021-22. There are two new strategic actions commencing as per the 2021-25 Council Plan

| Council Plan Action Number | Strategic Direction | Strategic Objective | Strategic Action | 2022-23 Action |
|----------------------------|--------------------------------------|--|---|---|
| 1-35 | Vibrant, Respectful and Connected | We will prioritise and respect the voices and aspirations of Traditional Owners and Aboriginal and Torres Strait Islander communities in Darebin | Increase support to Aboriginal community-controlled organisations by incorporating a specific funding stream into our Community Grants Program. | Develop and implement a Community Grants Program funding stream in partnership with the Darebin Aboriginal controlled organisations within Darebin. |
| 2-10 | Prosperous, Liveable and Flourishing | We will deliver equitable and accessible infrastructure to provide opportunities for our community to live well. | Redevelop KP Hardiman Pavilion in Kingsbury | Commence planning and design for KP Hardiman Pavilion redevelopment |

During the draft Annual Budget exhibition period held in April 2022, Council received submissions from the community regarding the draft Budget and their key concerns.

In response to these submissions specific yearly actions have been created and added into the 2022-23 Council Plan Action Plan. These additional actions:

- acknowledge the challenging landscape of sporting infrastructure meeting the growing and changing demands of sport participation and commit Council to improve accessibility for all
- demonstrate and strengthen Councils ongoing commitment to embracing the Wurundjeri Woi-wurrung and multi-cultural and diverse communities' language through policy development and translatable actions
- continue to reduce barriers to accessing library services for all members of the community to improve social and mental health.

The table below outlines the specific detail for these newly created yearly actions:

| Strategic Direction | Strategic Objective | Strategic Action | 2022/23 Yearly Action |
|-----------------------------------|--|---|---|
| Vibrant, Respectful and Connected | We will develop partnerships with organisations from across our city, to value and include Aboriginal and Torres Strait Islander peoples and people from multicultural and diverse backgrounds | [1-2] Support and promote a significant increase in participation in Darebin's sports clubs, in particular, for Aboriginal and Torres Strait Islander peoples, women, girls, people of all abilities and multi-cultural and diverse communities | <p>Through the review of the Outdoor Sporting Infrastructure Framework, review sportsfield lighting priorities and apply a gender equity lens to support gender inclusive infrastructure priorities</p> <p>Through the review of the 10-year Capital Works Program, undertake an equity impact assessment and review aligned to the 10-year Asset Plan, Gender Equality Action Plan, Outdoor Sporting Infrastructure Framework and Toward Equality Framework</p> <p>Investigate and prioritise short term actions available to address gender equity in outdoor sporting infrastructure changing facilities</p> <p><i>Note: this is listed as a capital works project 'Gender inclusive change facilities' \$200k</i></p> |
| | We will increase social connection to reduce isolation and loneliness, and support positive mental health | [1-21] Increase the access of culturally and linguistically diverse and diverse communities to Council venues, and encourage participation in Council services (where participation rates are low) | Improve the access to Darebin Library services by offering amnesty on fees for late items |
| Vibrant, Respectful and Connected | We will prioritise and respect the voices and aspirations of Traditional Owners and Aboriginal Torres Strait Islander communities in Darebin | [1-34] Deliver initiatives that support truth telling, and provide opportunities for culturally diverse communities, and our broader Darebin community, to learn about Aboriginal and Torres Strait Islander culture and history | <p>Through the review of Council's Road and Place Naming Policy, incorporating naming priorities, that reflect Wurundjeri Woi-wurrung language of the Traditional Owners and the cultural heritage and diversity of Darebin's migrant communities</p> <p>Explore the potential for renaming places to align with Council's priorities following the adoption of the revised Road and Place Naming Policy.</p> |

The 2022-23 Council Plan Action Plan continues to demonstrate Council's commitment to the Big 10 Actions, in 2022-23 the following work will be progressed:

- Build and plan infrastructure for the future with the expected completion of the new Intercultural Centre in Preston and ongoing construction of NARC.
- Plan infrastructure for decades to come by commencing design of the Reservoir Leisure Centre redevelopment and delivering on our Early Years Infrastructure Plan, including a new kindergarten and early years hub at Reservoir East Primary School.
- Develop a new Climate Emergency Plan that has a clear pathway to zero emissions and support the community around climate resilience and energy poverty.
- Deepen our commitment to First Nations communities by developing a respectful partnership with the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation and delivering programs such as the Schools Yarning Conference.
- Support our most vulnerable community members by continuing to address homelessness and loneliness through the assertive outreach program and other services such as the Welcoming Community Meals program.
- Champion local business and creative industries through the establishment of a chamber of commerce, prioritising the cleanliness and safety of retail precincts and business activity centres, as well as delivering the FUSE festival.
- Make Darebin a more inclusive community through our work to increase access for underrepresented groups to Council services and sporting clubs, establishing our Disability Action Plan and working towards Rainbow Tick accreditation.
- Improve the quality of development by continuing to advocate for the protection of Preston Market, developing a Central Preston Structure Plan and working with the Council Alliance for a Sustainable Built Environment.
- Protect Darebin's biodiversity through ongoing improvements to Edwardes Lake, Edgars Creek and our tree planting program.
- Expand our delivery of quality universal services by committing to registering as a Home Care Package provider and continuing to implement the Age Friendly Darebin Plan.

The 2022-23 Council Plan Action Plan is an ambitious and detailed plan that will continue to deliver on the 2021-25 Council Plan and Darebin Community Vision 2041. It is anticipated that the organisation may continue to experience COVID-19 disruptions that may impact on the deliverability of the 2022-23 Council Plan Action Plan. As per Council's standard process, quarterly progress reports on the 2022-23 Council Plan Action Plan will be provided throughout 2022-23, to monitor the deliverability and progress of the work.

CONSIDERATION OF LOCAL GOVERNMENT ACT (2020) PRINCIPLES

Financial Management

All priorities articulated in the 2022 – 2023 Council Plan Action Plan have been reflected in the draft 2022/23 Annual budget.

Community Engagement

The 2021-25 Council Plan went through a deliberative engagement process, which is the foundation document of the 2022-23 Council Plan Action Plan. The 2022-23 Annual Budget community submissions were also considered as part of developing the 2022-23 Council Plan Action Plan.

Other Principles for consideration

The draft 2022-23 Council Plan Action Plan takes into consideration all principles as noted below.

Overarching Governance Principles and Supporting Principles

- (b) priority is to be given to achieving the best outcomes for the municipal community, including future generations;
- (c) the economic, social and environmental sustainability of the municipal district, including mitigation and planning for climate change risks, is to be promoted;
- (d) the municipal community is to be engaged in strategic planning and strategic decision making;
- (e) innovation and continuous improvement is to be pursued;
- (f) collaboration with other Councils and Governments and statutory bodies is to be sought;
- (h) regional, state and national plans and policies are to be taken into account in strategic planning and decision making;
- (i) the transparency of Council decisions, actions and information is to be ensured.

Public Transparency Principles

- (c) Council information must be understandable and accessible to members of the municipal community;

Strategic Planning Principles

- (b) strategic planning must address the Community Vision;

Service Performance Principles

- (a) services should be provided in an equitable manner and be responsive to the diverse needs of the municipal community;
- (b) services should be accessible to the members of the municipal community for whom the services are intended;
- (d) a Council should seek to continuously improve service delivery to the municipal community in response to performance monitoring;

COUNCIL POLICY CONSIDERATIONS

Environmental Sustainability Considerations (including Climate Emergency)

The 2022-23 draft Council Plan Action Plan continues to have yearly actions connected to delivering a number of strategic actions that are focused on environmental sustainability and/or climate emergency.

Equity, Inclusion, Wellbeing and Human Rights Considerations:

The draft 2022-23 Council Plan Action Plan continues to have the Health & Wellbeing plan embedded in the actions. There are a number of yearly actions for 2022-23 that focus on improving equity, including, wellbeing and human right considerations.

Additionally, a new Strategic Action has been included in the Council Plan to ensure Council is delivering equitable and accessible infrastructure to provide opportunities for our community to live well. This new Strategic Action is focused on improving the functionality of sporting infrastructure to be accessible for all. In the 2022-23 FY Council Plan Action Plan there are two actions: *‘Through the review of the 10-year Capital Works Program, undertake*

an equity impact assessment and review aligned to the 10-year Asset Plan, Gender Equality Action Plan, Outdoor Sporting Infrastructure Framework and Toward Equality Framework and 'Investigate and prioritise short term actions available to address gender equity in outdoor sporting infrastructure changing facilities'

Economic Development and Cultural Considerations

The draft 2022-23 Council Plan Action Plan was developed in conjunction with the 2022-23 annual budget.

Operational Impacts

Upon endorsement the 2022-23 Council Plan Action Plan will be reported on quarterly by the organisation.

Legal and Risk Implications

The Council Plan Action Plan 2022-23 addresses the principles of the Local Government Act 2020, by considering accountability to the community and seeking to implement the 2021-25 Council Plan, giving effect to the 2041 Darebin Community Vision and aligned to the Strategic Planning Principles, Governance Principles, Financial Management Principles and the Community Engagement Principles.

IMPLEMENTATION ACTIONS

The 2022-23 Council Plan Action Plan will be made publicly available on Council's website.

RELATED DOCUMENTS

- 2041 Community Vision
- 2021-25 Council Plan (incorporating Municipal Health & Wellbeing Plan)
- 4 year Draft Budget
- 10 year Financial Plan

Attachments

- 2022-23 Council Plan Action Plan (**Appendix A**) [↓](#)

DISCLOSURE OF INTEREST

Section 130 of the *Local Government Act 2020* requires members of Council staff and persons engaged under contract to provide advice to Council to disclose any conflicts of 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.



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COUNCIL PLAN ACTION PLAN 2022-23

Incorporating the
Municipal Public Health and Wellbeing Plan



These are the actions we will be undertaking over 2022-23 to meet our Council Plan targets. We will report progress against the Council Plan Action Plan quarterly throughout the year. The Council Plan Action Plan will be updated annually, with new actions as our work toward the Council Plan priorities progresses.

Acknowledgements

Acknowledgement of Traditional Owners and Aboriginal and Torres Strait Islander people

Darebin City Council acknowledges the Wurundjeri Woi-wurrung people as the traditional owners and custodians of the land and waters we now call Darebin and affirms that Wurundjeri Woi-wurrung people have lived on this land for millennia, practising their customs and ceremonies of celebration, initiation and renewal.

Council acknowledges that Elders past, present and emerging are central to the cohesion, intergenerational wellbeing and ongoing self-determination of Aboriginal communities. They have played and continue to play a pivotal role in maintaining and transmitting culture, history and language.

Council respects and recognises Aboriginal and Torres Strait Islander communities' values, living culture and practices, including their continuing spiritual connection to the land and waters and their right to self-determination. Council also recognises the diversity within Aboriginal and Torres Strait Islander communities.

Aboriginal and Torres Strait Islander people and communities have had and continue to play a unique role in the life of the Darebin municipality. Council recognises and values this ongoing contribution and its significant value for our city and Australian society more broadly.

Extract from Darebin City Council's Statement of commitment to Traditional Owners and Aboriginal and Torres Strait Islander people 2019.

Darebin's Diversity Statement

Situated on the traditional lands of the Wurundjeri Woi-wurrung people, the City of Darebin is now home to a diverse community of people with different socio- economic status, gender, age, ability, race, culture, ethnicity, language, sexuality, sex characteristics, gender identity, beliefs, occupations, income, education, carer status and household type. The Darebin community cherishes this diversity and values it as an important civic asset.

Darebin City Council acknowledges the history and contributions of the various communities, migrants and refugees who have made the municipality their home. Their endeavours have enriched the economic, social, cultural, artistic, community and civic character of the city, and created a cosmopolitan locality where variety and difference are welcomed and encouraged.

Council also acknowledges that who we are today as a municipality rests on the history of loss and dispossession inflicted upon Aboriginal people, past and present, despite their strengths, resilience and continued contributions to our city.

How to read the Action Plan

- Strategic Actions are those contained in the Council Plan
- Year 2 actions are those planned in 22/23, the 2nd year of the Council Plan
- Actions related to Health and Wellbeing Priorities are identified with this symbol -



Darebin 2021-25 Council Plan

Our 10 Big Actions

- 1 Build infrastructure for the future** by redeveloping Northcote Aquatic and Recreation Centre, redeveloping BT Connor Pavilion in Reservoir, and building Darebin Intercultural Centre in Preston
- 2 Plan infrastructure for decades to come** by redeveloping Reservoir Leisure Centre, activating Edwardes Lake Boat House in Reservoir, building new kindergarten facilities, and undertaking a feasibility study for a Global Learning Hub in Preston
- 3 Continue to lead with our response to the climate emergency** by updating our Climate Emergency Plan to set out how to best achieve zero greenhouse gas emissions for Darebin by 2030, offering solar installations and energy retrofits to pensioners and vulnerable communities, delivering new business and community power purchase partnerships, supporting a shift to a circular economy and massively reducing our waste going to landfill, and delivering projects and programs aimed to improve safety for people cycling, walking and wheeling, increasing active travel which will also reduce transport emissions
- 4 Deepen our commitment to truth and justice for First Nations communities** in partnership with the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation and Aboriginal and Torres Strait islander peoples who live and work in Darebin
- 5 Support vulnerable members of our community** by providing support with COVID-19 recovery, expanding our homelessness Assertive Outreach program, and supporting community-led programs in East Reservoir and East Preston, to achieve greater physical and mental health, and wellbeing for all
- 6 Champion local business and creative industries** by providing support with COVID-19 recovery, facilitating the establishment of a Darebin Chamber of Commerce, and improving the lighting and safety of our retail precincts and business activity centres
- 7 Build a more inclusive community for all** by supporting Darebin’s multicultural communities, reducing racism and discrimination, increasing access to our Council’s services and sporting assets by groups who are under-represented, developing our Disability Action Plan to improve access for all to our services and infrastructure, and achieving Rainbow Tick accreditation (best practice in LGBTQIA+ inclusion) for our services and activities
- 8 Improve the quality of development** and work to protect all that we love about Darebin by pursuing protections for Preston Market, conducting a Planning Scheme review informed by in-depth community consultation, and reviewing to amend our Parking Permit Policy
- 9 Protect our natural environment and biodiversity** by significantly improving water quality in Edwardes Lake, increasing tree canopy coverage in our parks, residential areas and retail precincts, and enhancing understorey planting
- 10 Expand our delivery of quality universal services** across the lifespan by providing more three-year-old kindergarten places, continuing to deliver our flagship Age Friendly Darebin project, expanding aged care direct services, and registering to become a home care package provider



Darebin 2041 Community Vision

Darebin is an equitable, vibrant and connected community.

Darebin respects and supports First Nations People, values country, our diverse communities and places.

Darebin commits to mitigating the climate emergency, creating prosperity for current and future generations.

Supporting this Vision, are the pillars of:



Vibrant, Respectful and Connected

- Celebrating all diverse communities and uplifting different voices in places of power
- Connection to, and preservation of, local history acknowledging past harm and trauma
- Vibrant and dynamic spaces, amenities and events
- Recognising Aboriginal and Torres Strait Islander values, living culture and connection to country
- One Darebin, no suburb left behind



Prosperous, Liveable and Flourishing

- Encouraging and incentivising business investment and growth in the sustainability sector
- Creating equitable and diverse opportunities for employment and volunteering
- Being a 20-minute city with access to amenities and services close to our homes
- Sustaining community ownership of services and maintaining the health and wellbeing of all, across all life stages
- Making Darebin a Victorian centre for creative industry and the arts
- Ensuring development and the built environment are designed for liveability and sustainability



Climate, Green and Sustainable


- Taking urgent action on the climate emergency, leading and educating communities and businesses
- Making decisions that are community driven, transparent, socially and equitably just and equitable
- Providing and promoting safe and sustainable transport
- Regenerating, enhancing and protecting ecosystems and biodiversity
- Integrating ecological solutions in the built environment, promoting sustainable development and retrofitting practices, which protect natural assets and strive for zero carbon emissions

Council Plan Action Plan 2022-2023




1.0: Vibrant, Respectful and Connected

1.1: We will develop partnerships with organisations from across our city, to value and include Aboriginal and Torres Strait Islander peoples and people from multicultural and diverse backgrounds



| H&W | Strategic Action | Year 2 Action |
|---|---|--|
|  | [1-1] Develop a partnership with Multicultural Arts Victoria to deliver artistic opportunities for Darebin's communities | Develop and deliver a Darebin Creative Licencee Programming Forum to support new creative collaborations with organisations in residence across our arts centres |
|  | [1-2] Support and promote a significant increase in participation in Darebin's sports clubs, in particular, for Aboriginal and Torres Strait Islander peoples, women, girls, people of all abilities, and multicultural and diverse communities | <p>Collect diversity of participation data from sports clubs and associations that access Council facilities, and collaborate with these users to increase participation of diverse groups</p> <p>Apply an Equity Impact Assessment to all sporting infrastructure projects in the 2022/23 Capital Works Plan</p> <p>Through the review of the Outdoor Sporting Infrastructure Framework, review sportsfield lighting priorities and apply a gender equity lense to support gender inclusive infrastructure priorities</p> <p>Through the review of the 10 year Capital Works Program, undertake an equity impact assessment and review aligned to the 10 year Asset Plan, Gender Equality Action Plan, Outdoor Sporting Infrastructure Framework and Toward Equality Framework</p> <p>Investigate and prioritise short term actions available to address gender equity in outdoor sporting infrastructure changing facilities</p> |
|  | [1-3] Encourage and reward sporting and leisure groups/sporting teams that use Council's recreation spaces, by reducing user fees to those that demonstrate inclusion for Aboriginal and Torres Strait Island peoples, women, girls, people of all abilities, and multicultural and diverse communities | Implement a new Sports Club Performance Subsidy Program that incentivises and rewards club development and inclusion initiatives for Aboriginal and Torres Strait Islander peoples, women, girls, people of all abilities, multicultural and diverse communities |
|  | [1-4] Develop a memorandum of understanding with Aboriginal Housing Victoria (AHV) | Implement the Memorandum of Understanding and associated action plan with Aboriginal Housing Victoria |
|  | [1-5] Work with the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation to progress "decolonising" Bundoora Park, including the farm and homestead | Implement and continue to identify initiatives to decolonise Bundoora Park, in partnership with the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation |
|  | [1-6] Develop partnerships with local Aboriginal community-controlled organisations to enhance our work towards mutual goals | Continue to work with, support and strengthen partnerships with local Aboriginal community-controlled organisations and local Aboriginal services. |
|  | [1-7] Work with the Darebin Aboriginal Advisory Committee (DAAC), the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation, and local Aboriginal organisations, to respond meaningfully and comprehensively to the six key requests of DAAC's Our Black Lives Matter statement to Council | Implement responses to the six key requests of Darebin Aboriginal Advisory Committee's Our Black Lives Matter statement to Council through the implementation of the Aboriginal Action Plan 2022-2025 |


| H&W | Strategic Action | Year 2 Action |
|---|---|---|
|  | [1-8] Partner with Bowel Cancer Screening, Cancer Council Victoria and local community organisations to increase awareness of bowel cancer and improve community understanding, including for Aboriginal and culturally and linguistically diverse communities, of the benefits of screening, with a particular focus on underrepresented groups undertaking bowel cancer screening | Identify local partners and support the delivery of two initiatives to increase awareness of bowel cancer with a particular focus on underrepresented groups undertaking bowel cancer screening, and improve community understanding of the benefits of screening |

1.2: We will help to build an inclusive and empowered community, where social cohesion and community harmony are fostered

| H&W | Strategic Action | Year 2 Action |
|--|--|---|
|  | [1-9] Develop the Disability Action Plan to improve access to services and infrastructure for our residents and visitors | Implement actions outlined in the 2021-2026 Disability Action Plan |
|  | [1-10] Develop programs to support international students living in Darebin | Develop a project plan to implement programs to support international students living or studying in Darebin |
|  | [1-11] Develop a program to support middle years students (later primary school, and early secondary school-aged) from Darebin schools to connect with each other, and take action on systemic racism issues together, to support student voices | Pilot and deliver a school program to support middle years students (later primary school, and early secondary school-aged) from Darebin schools to connect with each other, and act on systemic racism issues together, to support student voices. |
| | [1-12] Develop a Cultural Diversity Action Plan to significantly improve access to services and infrastructure for multicultural communities | Using audit data, draft a Cultural Diversity Action Plan, including an implementation plan to increase access of culturally and linguistically diverse communities to Council venues, and encourage participation in Council services. |

1.3: We will embrace diversity and ensure everyone is included in our society, and no one is left behind - by combating discrimination, and championing equity, inclusivity and diversity

| H&W | Strategic Action | Year 2 Action |
|---|--|--|
|  | [1-13] Work towards the Rainbow Tick accreditation (best practice in LGBTQIA+ inclusion) for Council's services and activities | Implement the Rainbow Tick accreditation project plan and commence accreditation for services identified as pilot sites |
| | [1-14] Offer co-working spaces at our arts centres in Darebin | Deliver licenced spaces, artist residences and flexible co-working spaces at our arts centres. |
| | [1-15] Support social enterprises that wish to work in our city, and with our Council - one per year | Support the development of at least one social enterprise in Darebin |
|  | [1-16] Provide financial and in-kind support to neighbourhood houses that bring our diverse people together | With neighbourhood houses, design an approach to provide funding and in-kind support in line with the partnership agreements |





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| | [1-17] Launch Council's new website, with improved access functionality for people from diverse communities | Introduce user accounts for households to provide full overview on service interactions with Council, with the benefit of translations and accessibility features. |
| | | Deliver improved functionality to enable end to end service delivery through the website for high volume service transactions |
|  | [1-18] Develop a Sexuality, Sex and Gender Diversity Action Plan to support the inclusion, rights and wellbeing of LGBTIQ+ communities and work to combat homophobia, biphobia and transphobia | Develop and commence implementation of a Sexuality, Sex and Gender Diversity Action Plan, to support the inclusion, rights and wellbeing of LGBTIQ+ communities and work to combat homophobia, biphobia and transphobia |

1.4: We will increase social connection to reduce isolation and loneliness, and support positive mental health

| H&W | Strategic Action | Year 2 Action |
|---|--|--|
|  | [1-19] Deliver Age Friendly Darebin, expand aged care direct services, and register Council to become a home care package provider | Complete the registration process for Home Care Packages Complete project to ready Council services for the Support at Home Program Review and implement the Age Friendly Darebin Plan year three actions and develop the year four action plan |
|  | [1-20] Facilitate and support volunteer opportunities with Council across our diverse communities, to strengthen community connection and skills development | Implement the Four Year Volunteer Program to facilitate an increase in connectedness of our diverse communities and to provide opportunities for participants to develop new skills Deliver at least one project to increase community volunteering in East Preston and East Reservoir, with a focus on supporting positive mental health |
|  | [1-21] Increase the access of culturally and linguistically diverse and diverse communities to Council venues, and encourage participation in Council services (where participation rates are low) | Implement Cultural Diversity Action Plan initiatives to increase access of culturally and linguistically diverse communities to Council venues and encourage participation in Council services Improve access to Darebin Library services by offering amnesty on fees for late items |
|  | [1-22] Work in partnership to address the digital divide for public housing and high-risk accommodation residents, culturally and linguistically diverse communities and other excluded groups, including those impacted by COVID-19 | Complete the assessment of the pilot Digital Divide Program in East Preston to inform the implementation of further programs that address the digital divide and increase inclusion |
|  | [1-23] Provide grants, and deliver and facilitate programs, services, and events that address loneliness, through supporting social connectedness and positive mental health | Deliver two projects that support mental wellbeing and address social isolation |
|  | [1-24] Work with our sporting and recreation clubs to increase access and participation of people from culturally diverse and disadvantaged backgrounds | Develop Diversity Action Plan templates for Darebin's community sports clubs and collaborate on initiatives that promote inclusive sports club environments |
|  | [1-25] Increase the opening hours of Reservoir Library to include Sundays (to align with the opening hours of Northcote and Preston libraries) | Continue to deliver extended opening hours at Reservoir Library to include Sundays |

| H&W | Strategic Action | Year 2 Action |
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|  | [1-26] Provide the Libraries After Dark program at Reservoir and Preston libraries | Continue to deliver the Libraries After Dark program at Reservoir and Preston Libraries |
|  | [1-27] Provide sports grants to encourage increased participation of women, girls, people of all abilities, multicultural and Aboriginal and Torres Strait Islander peoples, in community sports | Deliver a sports grants program focused on supporting initiatives that increase inclusive participation and club development |
|  | [1-28] Advocate to state and federal governments to increase investment in early intervention and tertiary mental health services | Deliver at least two advocacy initiatives to State and Federal Governments to increase investment in early intervention and tertiary mental health services, as aligned to Council's Advocacy Strategy |
|  | [1-29] Work with other organisations to provide health information to communities on health and wellbeing issues including alcohol and other drugs, gambling, mental health support, and family violence | Support the delivery of two initiatives that provide health information to communities |
|  | [1-30] Work in partnership to deliver initiatives that reduce the stigma associated with mental ill-health, through awareness and education | Support the delivery of two initiatives that reduce the stigma associated with mental ill-health, through awareness and education |

1.5: We will prioritise and respect the voices and aspirations of Traditional Owners and Aboriginal and Torres Strait Islander communities in Darebin





| H&W | Strategic Action | Year 2 Action |
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|  | [1-31] In consultation with the Darebin Aboriginal Advisory Committee, continue to implement and expand our Aboriginal Employment Strategy and Aboriginal Action Plan | Work with the Darebin Aboriginal Advisory Committee to finalise and commence implementation of a new Aboriginal Action Plan |
| | | Work with the Darebin Aboriginal Advisory Committee to identify new opportunities to support pathways to employment and retention for Aboriginal and Torres Strait Islander peoples |
|  | [1-32] Develop a partnership with the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation to support the delivery of mutual goals | Jointly design and implement a respectful partnership agreement with the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation |
|  | [1-33] Through the establishment of our Darebin Nature Plan, begin discussions with Traditional Owners to understand the feasibility and resources required for Council to hand back land and responsibility for land management | Continue to develop a relationship with Narrap to understand feasibility and resources required for joint land management |
|  | [1-34] Deliver initiatives that support truth telling, and provide opportunities for culturally diverse communities, and our broader Darebin community, to learn about Aboriginal and Torres Strait Islander culture and history | Deliver initiatives to support truth telling and provide communities opportunity to listen, learn and understand Aboriginal and Torres Strait Islander culture and history, including the annual Ganbu Guilin One Mob event |
| | | Deliver the Schools' NAIDOC Yarning Conference |

| H&W | Strategic Action | Year 2 Action |
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| | | Through the review of Council's Road and Place Naming Policy, incorporate naming priorities that reflect Wurundjeri Woi-wurrung language of the Traditional Owners and the cultural heritage and diversity of Darebin's migrant communities |
| | | Explore the potential for renaming places to align with Council's priorities following the adoption of the revised Road and Place Naming Policy |
|  | [1-35] Increase support to Aboriginal community-controlled organisations by incorporating a specific funding stream into our Community Grants Program | Develop and implement a Community Grants Program funding stream in partnership with the Darebin Aboriginal Advisory Committee and Aboriginal community-controlled organisations within Darebin |

1.6: We will ensure our festivals, events and functions are inclusive and respond equitably to, and value the diverse needs and aspirations of, our community

| H&W | Strategic Action | Year 2 Action |
|---|--|--|
|  | [1-36] Initiate an annual cultural diversity and social cohesion oration as part of the FUSE festival | Deliver a Cultural Diversity and Social Cohesion Oration as part of the FUSE Festival |
| | [1-37] In Partnership with Multicultural Arts Victoria (MAV), deliver a closing event for the Spring FUSE Festival at Edwardes Lake Park that showcases culturally diverse artists, music and performances | In Partnership with Multicultural Arts Victoria, deliver a featured event for the Autumn FUSE Festival at Edwardes Lake Park |

1.7: We will continue to be a local government leader in the prevention of violence against women, and gender equity

| H&W | Strategic Action | Year 2 Action |
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|  | [1-38] Continue to implement and evolve our Gender Equality and Preventing Violence Against Women Action Plan, using an intersectional approach | Implement and expand our Gender Equality and Preventing Violence Against Women Action Plan, using an intersectional approach |
|  | [1-39] Implement our responsibilities under the Gender Equality Act 2020 | Implement the Gender Equality Action Plan |
| | | Operationalise the Gender Equality Act 2020 through the application of Equity Impact Assessment (incorporating the Gender Impact Assessment) to all major projects and policies |
|  | [1-40] Apply a Gender Impact Assessment to our Council policies and programs, as part of the Towards Equality Framework, and continue to gather data about gendered experience in public spaces, and use this to inform community safety initiatives | Continue to gather data about gendered experience in public spaces and use this to inform community safety initiatives |
|  | [1-42] Continue to support regional work to promote women's sexual and reproductive health, and advocate for a dedicated sexual and reproductive health service in the Northern region | Deliver two advocacy initiatives and support one regional project in line with Women's Health In the North's (WHIN) regional strategy, to promote women's sexual and reproductive health |

1.8: We will work towards a discrimination-free, and systemic racism-free Darebin, and reduce the impact of poverty and disadvantage

| H&W | Strategic Action | Year 2 Action |
|---|---|---|
|  | [1-43] Continue to implement our Towards Equality Framework and Equity Impact Assessment to address inequities in the distribution of resources, and ensure the needs of our most vulnerable people are prioritised | Continue to implement Equity Impact Assessments (embedding Gender Impact Assessments) for applicable projects and policies, to address inequities in the distribution of resources, and ensure the needs of residents experiencing disadvantage and discrimination are prioritised |
|  | [1-44] Work with the Darebin Ethnic Communities Council, our community, and local organisations, to create projects twice a year that foster respect and address systemic racism | <p>Finalise the baseline data set regarding the experience of racism in Darebin</p> <p>Design and commence implementation of a program to address systemic racism and discrimination in partnership, and co-design projects with community organisations</p> <p>Develop and implement events and campaigns which build respect and seek to address racism and racial discrimination</p> |
|  | [1-45] Continue to implement the Welcoming Cities Standard, with the aim of becoming a 'Mentoring' level Council | <p>Take actions towards achieving the Welcoming Cities Standard 'advanced' and 'excelling' levels by June 2023</p> <p>Establish design principles by June 2023 to ensure all future and, where possible, current Council buildings and facilities meet the needs of culturally diverse communities</p> |
|  | [1-46] Work with our local organisations to create an active Community Leader network comprising community leaders from our culturally diverse communities | Formalise a Community Leader network comprising community leaders from our culturally diverse communities |
|  | [1-47] Through our Youth Strategy, develop and implement programs to support the participation and leadership of young people from disadvantaged, and culturally diverse, backgrounds | <p>Support 20 newly appointed young people to develop their leadership skills through the Young Citizens Jury and Darebin Speak</p> <p>Deliver two formal leadership programs targeted at disadvantaged and culturally diverse young people, as part of the Youth Development Program</p> |
|  | [1-48] Mitigate the impacts of climate change on the health and wellbeing of our disadvantaged communities | Identify and deliver initiatives to help the community avoid the health impact of heatwaves, with a focus on vulnerable population groups |
|  | [1-49] Partner with our community organisations to support Welcoming Community meals | Partner with community organisations and community groups to support Welcoming Community meals in East Preston and East Reservoir |

2.0: Prosperous, Liveable and Flourishing

2.1: We will deliver equitable and accessible infrastructure to provide opportunities for our community to live well

| H&W | Strategic Action | Year 2 Action |
|---|--|---|
|  | [2-1] Complete construction, and commence operation of the Multi Sport Stadium in Thornbury | Deliver sporting activities at Narrandjeri Stadium in accordance with the operational management contract |
|  | [2-2] Redevelop Reservoir Leisure Centre, incorporating opportunities to enhance health, wellbeing and socioeconomic outcomes | Commence design for the Reservoir Leisure Centre redevelopment, incorporating health, wellbeing and socio-economic outcomes for our community |
| | [2-3] Invest in the Edwardes Lake Boathouse in Reservoir to support a long-term lease arrangement | Invest in the renewal of the Edwardes Lake Boathouse to attract a long-term tenant |
| | [2-6] Expand funded 3-year-old kindergarten | Deliver Year One of the Early Years Infrastructure Plan implementation plan |
| | | Work with the State Government to determine a pipeline of projects to expand our city's kindergarten capacity |
| | | Partner with the State Government to deliver a new kindergarten and early years hub at Reservoir East Primary School |
| | | Support early years services in Darebin to enhance inclusion and equity of participation in three and four year kindergarten programs as they expand |
|  | [2-7] Improve physical access for our residents and visitors to Council-owned community buildings - at least five buildings per year | Deliver approximately five building renewal projects to improve physical access for our residents and visitors |
| | [2-8] Commence design work for the construction of Darebin Creek Bridge at Bundoora Park | Begin construction of the new bridge over Darebin Creek at Bundoora Park |
| | [2-10] Redevelop KP Hardiman Pavilion in Kingsbury | Commence planning and design for KP Hardiman Pavilion redevelopment |
|  | [2-11] Redevelop the Northcote Aquatic and Recreation Centre | Continue construction of the Northcote Aquatic and Recreation Centre |
| | [2-12] Develop an Integrated Families, Youth and Children Strategy | Develop an Integrated Families, Youth and Children Strategy and implementation plan to replace the current Youth Services Strategy and Early Years Strategy |
| | [2-13] Rejuvenate and beautify Cheddar Road in Reservoir, in collaboration with stakeholders | In collaboration with Melbourne Water, continue the re-wilding of Cheddar Road to improve biodiversity and amenity outcomes |

2.2: We will design and create public spaces where our people feel safe, welcome, and respected, including improving lighting and safety for people walking, wheeling, cycling and driving



| H&W | Strategic Action | Year 2 Action |
|---|---|---|
|  | [2-16] Investigate and prioritise road safety, accessibility, cycling, walking and wheeling improvements across Darebin by using a Local Area Placemaking approach - where one third of the city is reviewed, with community involvement, each year | Deliver an inclusive engagement program via Your Street, Your Say to identify transport, safety and streetscape improvement priorities (Area B: Bundoora/Macleod, Thornbury East, Northcote East and Fairfield) and provide a recommendations report to Council |
| | [2-17] Conduct a community advocacy campaign on key transport priorities, including new bus routes, walking, wheeling and cycling improvements, extension to Tram 11, accessible stops, and the suburban rail loop | In the lead up to the State Government election, advocate for priority local transport safety and accessibility improvements and engage community to help advocate via a local community campaign |
|  | [2-18] Develop and implement a Community Safety Framework | Develop a Community Safety Framework in consultation with the community |
| | | Develop an implementation plan for the Community Safety Framework |
|  | [2-20] With State Government approval, reduce the speed limit in more local streets across our city | Apply for further area based speed limit reductions arising from the Your Street, Your Say local area place-making program and other transport investigations |
|  | [2-21] Continue to implement our Graffiti Management Strategy to prevent, remove and reduce the reoccurrence of illegal graffiti, and support the launch of a graffiti tag app | Investigate graffiti removal partnerships for State Government assets in Darebin, such as rail corridors |
| | | Undertake actions to prevent, remove and reduce the recurrence of illegal graffiti |
|  | [2-22] Identify creative opportunities to reflect Darebin's different cultures in the built environment across our city | Deliver two creative projects that reflect Darebin's diverse cultures |
| | | Support community organisations through the FUSE Fund to deliver creative public events that celebrate culture within the FUSE Festival program |
| | | Deliver two public cultural events, including a Cultural Diversity and Social Cohesion Oration as part of the FUSE festival |
| | [2-24] Significantly increase funding to our Roundabout Renewal program across our city | Implement the renewing roundabouts program to provide better amenity, including planting |
| | [2-25] Develop a Community Infrastructure Plan to inform Council's decision making on the future of our assets, based on service needs across our city for the next 10 year | Develop area-specific community infrastructure plans, prioritising Preston |

| H&W | Strategic Action | Year 2 Action |
|---|---|--|
| | [2-26] Build new Intercultural Centre at Preston Civic Precinct | Complete construction of the new Intercultural Centre Design and implement new programming opportunities as recommended by the Intercultural Centre Programming Think Tank |
| | [2-27] Update flood risk assessments across Darebin, and incorporate them into our Darebin Planning Scheme | Undertake flood modelling across Darebin, in partnership with Melbourne Water Undertake specialist technical analysis to update flood modelling and mapping related to private land in our city, to account for updated future rainfall forecasts |
| | [2-28] Continue our Traffic Blackspot Design and Construction Program | Design and construct the annual Blackspot program across Darebin, based on safety priority |
|  | [2-31] Implement the Reservoir Revitalisation Project | Implement actions as directed by the Reservoir Revitalisation Board |
| | [2-32] Establish an Asset Management Plan for shopping precincts' infrastructure and cleaning | Incorporate service levels for shopping precincts through the review of Asset Management Plans Incorporate service levels for shopping precincts through the review of all Asset Management Plans and Cleaning Service Levels |
| | [2-33] Advocate to the State Government to increase annual funding for road safety infrastructure, driver behaviour campaigns, and law enforcement, and work collaboratively with other local governments to implement the Victorian Road Safety Strategy 2021-2030 | Continue to advocate to the State Government to accelerate the timeline for construction of a safe pedestrian crossing with traffic lights, at the corner of Wingrove Street and Station Street in Fairfield |
|  | [2-34] Work in partnership to deliver initiatives that improve perceptions of safety and reduce the opportunity for crime | Deliver and support two initiatives that improve perceptions of safety and reduce the opportunity for crime |


2.3: We will facilitate more affordable, social and public housing in Darebin, to meet our community's needs

| H&W | Strategic Action | Year 2 Action |
|---|--|---|
|  | [2-35] Enable and facilitate more affordable and social housing across our city | Conduct an Expression of Interest process to identify potential partners for one or more Council-owned sites suitable for social housing, including exploring options for partnership with Aboriginal Housing Victoria Deliver and refine the 'fast track' stream for planning permits that prioritises social housing planning permits and development proposals in Darebin |
|  | [2-36] Partner with the State Government to ensure its social and public housing investment meets our community's needs, and creates liveable, connected communities through appropriate design and construction | Facilitate new social and public housing via Council's town planning priority development stream and by implementing actions in partnership with the State Government |



2.4: We will foster local urban streetscapes and activity centres that connect our community, support economic recovery, and encourage people to live, work and play locally

| H&W | Strategic Action | Year 2 Action |
|---|---|---|
| | [2-37] Review to amend the Parking Permit Policy to:(i) to improve access for people with special needs(ii) to allow owners of single lot dwellings that exist on their own Torrens title, the option to have an additional residential parking permit at the same price as current parking permits(iii) to allow single lot dwellings built after December 2004 that are greater than 300sqm property with three or more bedrooms and that exist on their own Torrens title (even if the property was previously subdivided), to have the same entitlements to parking permits as dwellings built before December 2004(iv) to ensure that renovations of a property that is still a single lot on its own Torrens title and is greater than 300sqm with three or more bedrooms are still entitled to parking permits | Undertake community engagement to inform a review and amendment to the Parking Permit Policy |
|  | [2-38] Through the establishment of our Darebin Nature Plan, increase shade in our business activity centres to support footpath trading | Identify opportunities for additional trees to provide shade in our business activity centres Implement the shade policy |
|  | [2-39] Keep our business activity centres clean and well maintained, with a focus on reducing cigarette litter | Provide an ongoing Council cleaning and maintenance program for our business activity centres Provide bins and signage, to increase the correct disposal of cigarette butts litter in activity centres |
| | [2-40] Develop a policy setting the basis for how Council may permit commercial or private Electronic Vehicle charging infrastructure on our public streets | Commence implementation of Electric Vehicle Policy |
| | [2-42] Continue to implement our Street Furniture and Equipment Renewal Program | Deliver street furniture improvements across our city, including bins, seats, bike hoops, and other street asset improvements |



2.5: We will invest in services and the built environment to improve access for our residents and visitors

| H&W | Strategic Action | Year 2 Action |
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|  | [2-43] Create two additional accessible car parking spaces in our city each year | Create at least two additional accessible car parking spaces |

2.6: We will support the human rights, housing and wellbeing needs of our people experiencing homelessness

| H&W | Strategic Action | Year 2 Action |
|---|---|---|
|  | [2-44] Expand our Assertive Outreach Program to support people sleeping rough and experiencing homelessness | Continue to expand our Assertive Outreach Program to support people sleeping rough and experiencing homelessness |
|  | [2-45] Expand our Shower Access Program and support access to Council services and programs for people sleeping rough and experiencing homelessness | Promote and expand the Shower Access Program at new locations and provide ongoing support to those experiencing homelessness to access Council services |
|  | [2-46] Continue to support the High Risk Accommodation Response (HRAR), focusing on the coordination, support and funding of high risk accommodation settings and the emergency relief sector | Deliver programs that support the wellbeing of residents in High Risk Accommodation and improve their to access Council services |

2.7: We will work in partnership to address place-based socio-economic disadvantage and health inequity in East Preston and East Reservoir

| H&W | Strategic Action | Year 2 Action |
|---|---|---|
|  | [2-47] In partnership with the community, deliver four place-based projects each year that respond to local community issues and need | Working in partnership, implement four place-based projects, co-created with the community, that support social inclusion, active living and community safety |
|  | [2-49] Identify opportunities to increase access to low cost and free physical activity in East Preston and East Reservoir | Continue to deliver and grow participation in low cost and free physical activities in East Preston and East Reservoir |

2.8: We will advocate to reduce the harm associated with electronic machine gambling, alcohol and tobacco

| H&W | Strategic Action | Year 2 Action |
|---|---|--|
|  | [2-50] Implement public health approaches to address problematic public drinking, including advocating to the State Government to prioritise health and wellbeing impacts in planning applications, to reduce the saturation of packaged liquor outlets in our city | <p>Undertake two advocacy actions to the State Government, to prioritise health and wellbeing impacts in planning applications, to reduce the saturation of packaged liquor outlets in our city</p> <p>Conduct a Health and Social Impact Assessment for all applications for packaged liquor outlets in Darebin</p> |
|  | [2-51] Support partner and local community organisations, groups, and clubs, to deliver initiatives that encourage smoking cessation | Identify partners and support the delivery at least one initiative that encourages smoking cessation |

2.9: We will focus on our economic assets and recovery to ensure Darebin is a great place to do business



| H&W | Strategic Action | Year 2 Action |
|---|--|---|
| | [2-52] Develop an Economic Development Strategy, based on the principles of a circular economy, food, health, renewables, creative and digital industries, jobs of the future, and leveraging partnerships | Finalise the Economic Development Strategy and begin implementation |
|  | [2-53] Increase our investment in economic reactivation and recovery initiatives to support existing and new industries, to ensure Darebin's economy is robust and resilient | Implement recommendations in the Reservoir Investment Attraction Plan |

2.10: We will leverage investment, partnerships and advocacy to drive Darebin’s growth and sustainability

| H&W | Strategic Action | Year 2 Action |
|---|---|---|
|  | [2-54] Develop and implement an advocacy strategy to: <ul style="list-style-type: none"> • Increase the minimum wage, and increase Job Seeker payments • Partner with other levels of government to lift their commitment to the sustainable economy, particularly in sustainable transport and sustainable skill development • Encourage federal and state governments to invest in the sustainable economy, as major generator of jobs • Secure manufacturing investment in Darebin through the North and West Melbourne City Deal Plan 2020-2040 | Implement the new four year Advocacy Strategy including meeting with local representatives of the new Federal Government to advocate for Council's priorities |
| | [2-55] Establish a regional alliance of government, business and community organisations, to drive economic outcomes, including local, social, sustainable procurement | Form a regional alliance to increase procurement spend in Darebin through a compact, involving partners signing onto Council's Social and Sustainable Procurement Policy |
|  | [2-56] Continue to implement our Social and Sustainable Procurement Policy to increase the engagement of Aboriginal-led businesses, and focus on job creation for culturally and linguistically diverse peoples, and young people | <p>Host supplier forums, connecting with Aboriginal-led businesses in the Darebin community at least every two months to provide tailored information regarding upcoming procurement</p> <p>Drive procurement outcomes that increase local employment opportunities for culturally and linguistically diverse (CALD) peoples, and young people - by integrating our tendering portal to allow CALD peoples/businesses to receive and engage in Council activities</p> |
|  | [2-57] Promote to Darebin businesses the benefits of voluntary adoption of our Social and Sustainable Procurement Policy | Promote to, and educate Darebin businesses about the benefits of Council's Social and Sustainable Procurement Policy through recruitment of a dedicated resource |
| | [2-58] Build partnerships across all levels of government and the private sector, to attract new industries and investment into Darebin, to support its future growth | <p>Formalise a Memorandum of Understanding with Latrobe University that establishes partnering principles that improve connections with local industry and deliver on the actions agreed to by the Reservoir Revitalisation Board and the Department of Jobs, Precincts and Regions</p> <p>Implement actions in the Reservoir Industry Attraction Plan and the Darebin Economic Development Strategy</p> |

| H&W | Strategic Action | Year 2 Action |
|---|---|--|
| | [2-59] Establish a Darebin Chamber of Commerce (or an equivalent body) to strengthen and support our business community | Establish a Darebin Chamber of Commerce and Industry, including the delivery of an economic summit to understand the diversity, strengths and needs of our businesses |
|  | [2-60] Catalyse new jobs at scale in Darebin with businesses, new industry attraction and our partners - including Jobs Victoria Advocates - focusing on jobseekers facing multiple employment barriers including culturally and linguistically diverse peoples, young people, women, and Aboriginal and Torres Strait Islander peoples | Partner with external agencies to offer a minimum of two employment events focusing on opportunities for job seekers and businesses Maintain a network of employment support services that offer increased opportunity to disadvantaged jobseekers Support partners to deliver a minimum of one industry-based employment and training pilot program |
| | [2-61] Implement measures to increase digital capability for our businesses, including local, regional and global connectivity | Develop a Smart Cities Strategy and establish a roadmap to implementing Smart City priorities, aligned to the 10 year Capital Works Plan Establish the Internet of Things network and develop a roadmap to utilising the network |




2.11: We will support, promote, and attract diverse local businesses and industries

| H&W | Strategic Action | Year 2 Action |
|---|--|---|
| | [2-62] Deliver programs and services to build skills and resilience across a range of industries | Provide a business concierge service to assist businesses with minor permits |
|  | [2-63] Promote, support, and market Darebin's diverse business community and precincts, including our multicultural businesses and Aboriginal and Torres Strait Islander Businesses | Support and promote Darebin's diverse business community and precincts, including culturally diverse, and Aboriginal and Torres Strait Islander businesses by fostering partnerships and networks that embrace sustainable business, the circular economy and social enterprise |
| | [2-65] Implement a Destination Marketing campaign to position Darebin as a natural, cultural and event destination, and including an annual city-wide calendar of events | Develop a four-year Destination Marketing Plan to inform the Economic Development Strategy's future actions Deliver one city-wide marketing campaign and support two precinct marketing campaigns Develop a calendar to showcase events and festivals held in Darebin |
|  | [2-66] Deliver an expanded Activity Centres-focused program that leverages State Government funding to shape our city of the future, including revitalisation, outdoor dining and parklets, shade, cleanliness, pride, place activations and programs, and thriving retail centres | Implement placemaking priorities across the municipality including year two priorities identified in the Retail Activity Centre Improvement Program, permanent parklet opportunities and shopfront activation programs |
| | [2-67] Finalise Service Level Agreements with Darebin's four main traders associations to partner in the management of graffiti, maintenance and weeding | Finalise Service Level Agreements with Darebin's four main traders associations to partner in the management of graffiti, maintenance and weeding |

| H&W | Strategic Action | Year 2 Action |
|-----|--|--|
| | [2-68] Create a portal for our business community to use to connect with each other, collaborate and promote their offerings | Undertake research, including business engagement, to develop an online portal for our business community to use to connect with each other, collaborate and promote their offerings |

3.0: Climate, Green and Sustainable


3.1: We will adapt to climate change and build the resilience of our community, infrastructure and the built environment, with a focus on our vulnerable communities at risk of fuel poverty, and flooding

| H&W | Strategic Action | Year 2 Action |
|---|--|---|
|  | [3-1] Through our Solar Saver 4-year program, support solar installation and energy efficiency retrofits for our vulnerable households, including public and social housing, and renters | Finalise the supply contract for Solar Saver |
| | | Install solar panels or other energy efficiency installs (through Special Charge) for 200 households |
| | | Achieve 200 bulk buy customers |
| | | Complete ten social housing upgrades |
|  | [3-2] Review our Climate Emergency Plan, including in-depth engagement with our community | Develop a new Climate Emergency Plan, informed by the review of the existing Plan and in-depth community engagement |
| | | Develop a Climate Emergency Plan that has a clear pathway to zero emissions |
|  | [3-3] Support our community members experiencing fuel poverty, to prevent heating and freezing | Develop and implement initiatives to support the community around climate resilience and energy poverty, and achieve maximum leverage of State Government solar/energy programs |
| | [3-4] Assess the current and future climate risks facing our community, and identify actions Council and other levels of government can take to provide maximum protection for people, property and the natural environment, in response to the assessed climate risks | Develop a Community Climate Risk Action Plan to be included in the Climate Emergency Plan review |
| | [3-6] Undertake a whole of Council review of existing policies and practices to identify where climate emergency outcomes could be achieved in the areas of mitigation, resilience, education and advocacy | Complete detailed climate risk assessments for at least five service areas, and update relevant policies and procedures |



3.2: Aim to achieve 12% canopy cover on Council owned and managed land by 2025, prioritising catchment biodiversity and shopping areas

| H&W | Strategic Action | Year 2 Action |
|---|---|---|
|  | [3-7] Through the establishment of our Darebin Nature Plan, continue to deliver the Street Tree Planting Program, prioritising areas without coverage, areas with people experiencing disadvantage, and business activity centres | Continue to deliver the Street Tree Planting Program, prioritising areas without coverage, areas with people experiencing disadvantage, and business activity centres |
| | [3-12] Acquire land to create new parks | Commence acquisition of any appropriate land parcels |

3.3: We will drive significant improvements in water quality and biodiversity across Darebin, designating Edwardes Lake as a flagship project to demonstrate water recreation (in the long term)

| H&W | Strategic Action | Year 2 Action |
|---|---|--|
|  | [3-14] Through the establishment of our Darebin Nature Plan, rehabilitate Edwardes Lake and re-forest Edgars Creek in Reservoir, to achieve significant and measurable improvements in biodiversity by 2025 | Successfully partner with Melbourne Water to carry out weed management and revegetation works in Edgars Creek and extend public access through the Melbourne Water-owned reaches of the creek |
| | [3-15] Establish and adequately resource the Edwardes Lake Taskforce to significantly improve the water quality and amenity of Edwardes Lake in Reservoir | Adequately resource the Edwardes Lake Taskforce to meet six times a year and identify initiatives to improve the water quality of Edwardes Lake |
| | [3-16] Advocate with Melbourne Water to secure funding to improve the water quality of Edwardes Lake in Reservoir | Continue positive collaboration with Melbourne Water on mutual goals, including improvements to the water quality at Edwardes Lake |
| | [3-17] Partner with our community and stakeholders to advocate to ensure the protection of Strathallan as public land for the long term, and to enable better management of the kangaroo population | Develop and implement the new four year Advocacy Strategy, and 2022 Advocacy Platform, which respectively capture and will guide Council's advocacy efforts around supporting local environmental and sustainability outcomes, including for Edwardes Lake and the protection of Strathallan, to help influence government, non-government and community support |
| | | Meet with LaTrobe University to explore options to further strengthen long term protections at the Strathallan site |

3.4: We will reduce carbon emissions by switching to renewable energy on a large scale for Council buildings and through community focused initiatives

| H&W | Strategic Action | Year 2 Action |
|---|--|--|
| | [3-18] Progressively install solar panels and batteries, and introduce other energy efficiency initiatives, into our Council buildings | Improve energy efficiency of Council buildings and increase the amount of solar panels installed |
| | [3-19] Develop and offer to our businesses a Group Power Purchase Agreement | Refine our project scope and offering to Darebin businesses, based on the Market Facilitation Platform proposed by the Department of Environment, Land, Water & Planning and options being developed by other councils |
|  | [3-20] Develop an advocacy strategy to drive community and business use of solar panels and batteries, and other energy efficiency initiatives | Promote uptake of opportunities available to business and households to continue to increase use of solar power and energy efficiency |
| | | Build a partnership supporting the introduction of the first urban renewable energy zone centred around Darebin and the National Employment and Innovation Cluster |
|  | [3-21] Investigate and establish programs to achieve an increase in the uptake of renewable energy sources by our community and businesses | Implement projects/programs to achieve an increase in the uptake of renewable energy sources by our community and businesses |

3.5: We will reduce waste and stimulate a local circular economy, where waste resources are re-used rather than discarded




| H&W | Strategic Action | Year 2 Action |
|---|--|---|
| | [3-22] Develop a plan to respond to new State Government requirements for contaminated land | Develop and implement a management plan to respond to new State Government requirements for contaminated land |
|  | [3-24] Undertake waste reform and take action towards establishing a circular economy | <p>Successfully deliver additional food and green waste bins and a supporting education campaign to reduce food and green waste going to landfill</p> <p>Develop Food Organic and Garden Organics (FOGO) options for Multi-unit developments (MUDs)</p> |
| | [3-25] Undertake waste charge reform in response to changing legislation and future operational requirements | Implement Waste Charge Reform outcomes |
| | [3-26] Reduce the impact of illegal dumping in our city | Review Council's response to illegal dumping to identify opportunities to improve effectiveness |

4.0: Responsible, Transparent and Responsive

4.1: We will ensure balanced and responsible financial decision making that meets the needs of our community now and into the future

| H&W | Strategic Action | Year 2 Action |
|-----|---|--|
| | [4-1] Plan for adjustments in waste services due to the landfill levy and landfill gate fee increases (from 1 July 2021) | Plan for adjustments in waste services due to the landfill levy and landfill gate fee increases |
| | [4-2] Develop and implement an Advocacy Framework and four year Advocacy Plan, informed by our Council Plan priorities, aimed at influencing public policy change and attracting support and funding for our priorities | <p>Implement Council's Advocacy Strategy with a focus in 2022 on securing support from candidates ahead of the State Government election, and in 2023 on advocacy for strategic policy reform at Federal level in regards to cost of living, housing, equity and inclusion, and renewable and circular economy</p> <p>Confirm Council's 2023 advocacy platform in alignment with the 2023 Mayoral election</p> |

4.2: We will ensure our assets are optimised for the benefit of our community

| H&W | Strategic Action | Year 2 Action |
|---|---|--|
|  | [4-5] Review our Asset Portfolio, to ensure maximum benefit for our community is being realised, including the occupancy of unused and under-utilised Council buildings | <p>Present the Property Strategy to Council for adoption by September 2022</p> <p>Secure tenant occupancy and use of the Edwardes Lake Boathouse</p> <p>Progress work toward realising the future of the former Reservoir Police Station at 25 Edwardes Street, Reservoir</p> <p>Progress work toward realising the future of the former Reservoir Library site</p> <p>Undertake an Equity Impact Assessment of the Property Strategy in line with Council's policy and commitments to equity, human rights and diversity</p> <p>Improve access to and participation in Council spaces and services by under-represented and disadvantaged communities</p> |
|  | [4-6] Explore opportunities for Council owned and managed land (including airspace) to be used as temporary housing for people at risk or who are experiencing homelessness | Undertake work to increase temporary housing through Council properties |
|  | [4-7] Conduct an audit of the users of Council spaces and services, and develop strategies to increase the participation of underrepresented groups in our community | Design and implement an audit of services and venues to establish a baseline dataset of participation and identify under-represented groups |
| | [4-8] Develop specific strategies to increase the participation of under-represented groups and develop responses to support greater inclusion where audit data collected indicates low participation rates | Develop specific strategies to address participation of underrepresented groups and support greater inclusion where there are low participation rates to be included in the Cultural Diversity Action Plan |

| H&W | Strategic Action | Year 2 Action |
|-----|--|--|
| | [4-9] Explore the opportunities to offer a Council building space each year to one community group or organisation, to promote cultural diversity | Implement the adopted Property Strategy with regard to optimising Council properties through the leasing and use of Council properties |
| | [4-10] Improve delivery of our services to our community by developing an Asset Management Plan for Open Space, establishing a level of service for each class of our assets, and collecting data on our drainage assets | Establish service levels for each class of asset |

4.3: We will transform our services and service delivery models to ensure they meet the current, emerging and future needs of our community

| H&W | Strategic Action | Year 2 Action |
|---|--|--|
| | [4-12] Transform our models of service delivery through service reviews, to improve and ensure accessibility and consistency of our customer experience | Undertake year one of the three-year Service Review Program |
|  | [4-13] Develop a Communications Strategy that ensures our printed and digital publications feature images of people that reflect the diversity of our community, and that our Darebin Community News includes a diverse mix of language and cultural content | <p>Develop a four year Communications Strategy that ensures strategic planning of effective and reflective communications across our diverse community</p> <p>Implement actions in the Communications Strategy</p> |
| | [4-15] Develop a Leisure Strategy for our city | Develop a Leisure Strategy for our city, informed by community consultation and engagement with key community stakeholders |
| | [4-16] Undertake a review of the General Local Law | Develop a proposal for improvements to the General Local Law including consultation with community. |

4.4: We will ensure major changes in our city achieve significant improvements in our City

| H&W | Strategic Action | Year 2 Action |
|---|--|--|
| | [4-17] Support our community and businesses during the construction phase of the Preston Level Crossing project | <p>Minimise the impact to community and businesses during the construction phase of community areas and roads surrounding the Preston Level Crossing</p> <p>Assess quality of construction of community spaces and Council assets constructed as part of the Preston Level Crossing to ensure that they meet the design requirements and minimise future costs</p> <p>Review and advocate for good designs and planning decisions for the Keon Park Level Crossing Removal Project</p> |
|  | [4-18] Protect Preston Market, including advocating Council's position to the State Government during its planning consultation process, and working with our community to advocate for the strongest possible planning controls and Protections | Advocate to protect Preston Market, including advocacy to the State Government, public communications and representing Council through the formal planning process |

4.5: We will improve the sustainability, accessibility, and design of development on private land in our city

| H&W | Strategic Action | Year 2 Action |
|---|--|--|
| | [4-19] Progressively improve our Darebin Planning Scheme, establishing a new Municipal Planning Strategy and undertake two new major planning reform projects | <p>Continue to advocate for the community vision in the translation of the Darebin Planning Scheme into the State Government's new Planning Policy Framework, and meet Council's statutory obligation to complete this translation</p> <p>Commence work to improve local economic development and help achieve 20 minute neighbourhoods by investigating Darebin's Activity Centre Hierarchy</p> <p>Respond to development pressure at the Northland Shopping Centre to ensure good planning of the site and wider precinct and that any planning provisions are appropriate and achieve community, transport, environmentally sustainable development, social housing and local economic outcomes</p> |
|  | [4-20] Review our Housing Strategy and planning zones including engaging with our community on where housing and development should be, and strengthening neighbourhood character provisions | Prepare and undertake community consultation on the draft Housing Strategy and Neighbourhood Character Study |
| | [4-21] Advocate for higher and mandatory Environmentally Sensitive Design (ESD) standards in building and planning controls | Advocate for stronger planning provisions for higher energy efficiency standards, including in collaboration with other Councils and via the Council Alliance for a Sustainable Built Environment (CASBE) |
| | [4-22] Complete major planning reform work to: <ul style="list-style-type: none"> • Introduce an open space levy to fund open spaces in our city • Introduce a Developer Contributions Scheme to help fund infrastructure for our growing population • Establish Heidelberg Road Corridor controls • Establish Thornbury Park Heritage Estate controls | <p>Seek an interim open space levy increase while progressing work to permanently increase the open space levy</p> <p>Continue to prepare and implement planning provisions for the Heidelberg Road corridor, including heritage, land use and urban design</p> <p>Continue to prepare and implement planning provisions for the Thornbury Park Estate Heritage Precinct</p> <p>Respond to State-led planning scheme amendment and planning processes that arise for key strategic sites within the municipality to ensure a planning outcome that aligns with Council 's policies</p> |
| | [4-23] Complete our Central Preston Structure Plan | Prepare a draft Central Preston Structure Plan for Council consideration |



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| हिंदी | ਪੰਜਾਬੀ | Tiếng Việt |

8.2 ADOPTION BUDGET 2022–23 (INCORPORATING THE 4 YEAR BUDGET), REVENUE & RATING PLAN, RATES FINANCIAL HARDSHIP POLICY AND DECLARATION OF A SPECIAL CHARGE FOR RESERVOIR VILLAGE BUSINESS PRECINCT, A PUBLIC WASTE COLLECTION SERVICE RATE, KERBSIDE WASTE COLLECTION SERVICE CHARGE AND ASSOCIATED CONCESSIONS.

Coordinator Management Accountant

Author:

General Manager, Governance and Engagement

Reviewed By:

A report on this matter will be circulated separately prior to the meeting.

8.3 ADOPTION OF ASSET PLAN 2022-32**Author:** Manager Property & Asset Strategy**Reviewed By:** General Manager, Governance and Engagement

EXECUTIVE SUMMARY

The Asset Plan 2022-2032 is a strategic public facing document that informs our community on how the Council-controlled (infrastructure) assets are to be managed in a financially sustainable manner, to achieve the Community Vision. The Asset Plan is a new requirement introduced in the *Local Government Act 2020* and is required to be in place by 30 June 2022. It provides a 10-year strategic and financial outlook and forms a key part of Council's Integrated Planning Framework and links asset planning with the Darebin 2041 Community Vision, Council Plan, Financial Plan and 10-year Capital Works Plan.

It has also been developed using the context of the Asset Management Policy, Asset Management Strategy 2021-25, Towards Equality Framework, Climate Emergency Plan and the strategic planning principles, financial management principles, engagement principles and service performance principles outlined in the *Act*. Its development has also been informed by the community engagement undertaken from 22 March 2022 to 5 June 2022. The community engagement included specific community surveys to understand community priorities relating to assets, in-person community information sessions and community feedback on the public exhibition of the draft Asset Plan.

The Asset Plan will demonstrate that Council is responsibly managing its assets to meet the current and future service delivery needs of the community in a cost-effective way. It also improves effectiveness of asset management planning through a more engaged community and informed Council.

The Asset Plan 2022-32 outlines, at a high level, the challenges, opportunities and community identified asset priorities, as well as summarising our asset performance and approach to managing and investing in assets. It indicates that overall, our infrastructure assets are performing well with some areas requiring improvement and that asset expenditure in the order of \$754 M may be required over the next 10 years to meet the changing needs of our diverse community. This includes:

- \$434 M capital investments for asset renewals and growth of the asset portfolio; and
- \$320 M for ongoing operational expenditure for asset maintenance.

| |
|-------------------------------|
| Officer Recommendation |
|-------------------------------|

That Council:

- (1) In accordance with section 92 of the *Local Government Act 2020* adopts the Asset Plan 2022-2032 (attached as **Appendix A**):
 - (2) Authorise the Chief Executive Officer to give public notice of the decision to adopt the Asset Plan 2022 -2032 and to submit a copy to the Minister for Local Government.
-

BACKGROUND / KEY INFORMATION

Council is responsible for the stewardship of assets valued at approximately \$1.97 billion, for the benefit of current and future generations. As custodian of community assets, we have the responsibility for managing these assets in the most cost-effective and sustainable manner. This is achieved through managing our assets through their lifecycle from creation and acquisition to maintenance and operation, through to rehabilitation and disposal.

The Asset Plan 2022-2032 is a formal commitment to engage with the community about Council's valuable infrastructure assets and link investment and delivery with community priorities and objectives. The term of the Asset Plan is for 10 financial years from 1 July 2022 until 30 June 2032. It identifies the long-term resourcing strategy for assets to support service delivery and is underpinned by the Asset Management Policy and Asset Management Strategy 2021-25. Operational delivery of the plan will be guided by a suite of Asset Management Plans for each of the key asset classes.

Previous Council Resolution

At its meeting held on 23rd May 2022, Council resolved:

'That Council:

- (1) *Note that community consultation was undertaken from 22 March 2022 to 24 April 2022 to inform the draft 10-year Asset Plan.*
- (2) *Endorse the draft 10-year Asset Plan to proceed to community consultation.*
- (3) *Note that the 10-year Asset Plan will be presented to Council for adoption on 27 June 2022.'*

At its meeting held on 28th March 2022, Council resolved:

"That Council:

- (1) *Notes the Governance Report – March 2022.*
- (2) *Notes the Summary of Advisory Committees, Councillor Briefings and other Informal Meetings of Councillors at **Appendix A** to this report, for incorporation in the minutes of this meeting.*
- (3) *Notes that reports by Mayors and Councillors submitted prior to the meeting and circulated to Councillors, will be incorporated in the minutes of this meeting.*
- (4) *Notes the resignation of Councillor Williams from the CEO Employment Matters Committee.*
- (5) *Appoints one Councillor representative to the CEO Employment Matters Committee to December 2022, or until such time as Council makes a further resolution on the matter.*
- (6) *Notes the increases to the Mayor's and Councillors' Allowances and the introduction of a Deputy Mayor's Allowance.*
- (7) *Notes the updated implementation guidance from Local Government Victoria and approach to engagement for the 10 year Asset Plan."*

At its meeting held on 22nd November 2021, Council resolved:

"That Council:

- (1) *Adopt the Asset Management Policy (Appendix A) and revoke the Asset Management Policy adopted on 2 October 2017.*

- (2) *Adopt the Asset Management Strategy (Appendix B), replacing the existing Asset Management Strategy adopted on 18 May 2015.”*

ALIGNMENT TO 2041 DAREBIN COMMUNITY VISION

Strategic Direction 1: Vibrant, Respectful and Connected

Strategic Direction 2: Prosperous, Liveable and Flourishing

Strategic Direction 3: Climate, Green and Sustainable

ALIGNMENT TO 2021-25 COUNCIL PLAN

Strategic Direction 4 Responsible, Transparent and Responsive

ALIGNMENT TO COUNCIL PLAN STRATEGIC OBJECTIVES

2.1 We will deliver equitable and accessible infrastructure to provide opportunities for our community to live well

2.2 We will design and create public spaces where our people feel safe, welcome, and respected, including improving lighting and safety for people walking, wheeling, cycling and driving

4.2 We will ensure our assets are optimised for the benefit of our community

Council’s infrastructure assets play a critical role in achieving the Community Vision and Council Plan strategic objectives by supporting the delivery of services such as sport, recreation and leisure, transport, flood mitigation and community health.

DISCUSSION

Asset Plan Context

Council owns and manages many infrastructure assets which range from community centres and sporting and recreation facilities to local roads and footpaths and natural assets such as parks, reserves, bushland areas and street trees. The Asset Plan is required to cover only these infrastructure assets, which are valued at approximately \$1.188 billion and are grouped into the following key asset classes:

- Buildings and Facilities
- Transport Infrastructure
- Stormwater Drainage Assets
- Open Space and Natural Assets

The Asset Plan provides a 10-year strategic and financial view of the infrastructure assets and how they will integrate with Darebin 2041 Community Vision, Council Plan and Financial Plan.

Challenges and Opportunities

The Asset Plan identifies several challenges and opportunities across the following eight themes and articulates what this means for asset management and service delivery.

- Population growth and **demographic change**
- **Recognition of First Nations Peoples** and connection of natural and built assets to land

- **Legal and policy change**, including cost shifting from other levels of government
- **Funding constraints and affordability** due to rate capping and increasing costs
- **Climate Emergency** and impacts on infrastructure
- **Equality** in the provision, extent and quality of assets provided in the municipality
- **Diversity and Accessibility** initiatives to improve access to assets and inclusion
- **Built environment** with ageing assets and use of emerging technologies.

State of Our Assets

The Asset Plan summarises the state of our assets in each of the four asset classes and provides a high-level assessment of asset performance, with respect to current condition, functionality to meet community needs, capacity or ability to meet user demand and environmental sustainability. Overall, our assets are performing well with some areas for improvement identified.

It also identifies key challenges and opportunities for each infrastructure asset class as summarised below:

- **Buildings and Facilities**
 - Ageing buildings
 - Changing use of buildings and future needs
 - Building technology
- **Transport Infrastructure**
 - Sustainable transport
 - City redevelopment
 - Transport safety
- **Stormwater Drainage Assets**
 - Ageing assets
 - City redevelopment
 - Climate change
- **Open Space and Natural Assets**
 - Open space demand
 - Changing demographics and use
 - Quality of open space, Climate change and sustainability

Some key capital projects and forecast investments in each asset class have also been identified, to meet service delivery objectives in a cost-effective and sustainable manner.

Funding Community Needs

In accordance with the community engagement feedback, Council will commit to prioritising existing asset renewals before allocating funds to any discretionary (growth) projects relating to new assets or expansion or upgrade of existing assets. Asset investments to ensure public health and safety, manage climate emergency impacts and ensure statutory compliance are also considered as non-discretionary and will be given priority over discretionary funding.

The financial forecasts included in the Asset Plan cover the planned asset activities in the next ten (10) years and have been summarised in the table below. All funding requirements identified for each asset class have been allocated in the Financial Plan.

| Asset Class | Renewal (\$'000) | Growth (\$'000) | Operations and Maintenance (\$'000) | Total (\$'000) |
|--------------------------|---------------------|--------------------|--|-------------------|
| Buildings | 178,387 | 77,595 | 55,421 | 311,403 |
| Transport Infrastructure | 82,663 | 28,326 | 86,489 | 197,478 |
| Stormwater Drainage | 9,390 | 9,302 | 19,759 | 38,451 |
| Open Space | 16,353 | 31,851 | 158,600 | 206,804 |
| Total | 286,793 | 147,074 | 320,268 | 754,135 |

A total investment in the order of **\$754 M** over the next ten (10) years is proposed so that the infrastructure assets remain fit-for-purpose, are safe and support the delivery of services to the diverse and growing Darebin community.

CONSIDERATION OF LOCAL GOVERNMENT ACT (2020) PRINCIPLES

Financial Management

The Asset Plan 2022-2032 summarises Council's ongoing long-term planning and asset lifecycle management approach to ensure that long-life infrastructure assets are managed in a cost effective and sustainable manner, to meet current and future needs and priorities of the community. The long-term operational and capital funding requirements for each asset class as indicated in the table above, have been allocated in Council's Financial Plan.

Financial indicators based on current industry practice and recommended by Local Government Victoria, have been included in the Asset Plan. They demonstrate that Council is operating in a financially sustainable, responsible way, with respect to investing in its assets.

Community Engagement

Community engagement was undertaken over the period 22 March 2022 to 5 June 2022 to inform the development of the Asset Plan 2022-2032 (**Appendix A**). This included:

- A telephone survey of 700 community members via the 2022 Darebin Community Survey, to understand their priorities relating to infrastructure assets.
- Inviting the community to have their say in the survey that was displayed on Council's 'Your Say' web project page.
- Creation of a poster (that was translated into 5 languages) explaining what an Asset Plan was and why it is important for the community to have it's say and complete the survey.
- Providing an information video on Council's 'Your Say' project page which detailed the different types of infrastructure assets and Council's approach to managing them.
- Providing FAQs on Council's 'Your Say' project page.

- Inviting key stakeholder groups, networks, community organisations and Aboriginal Community Organisations to provide feedback.
- Arranging two information sessions in the north and south of the municipality, supported by interpreters and graphics displays to make the engagement easier and more accessible for the community to participate and provide feedback.
- Promoting the engagement at focus groups that were undertaken with culturally and linguistically diverse community groups with more than 150 participants.
- Display of a draft Asset Plan and summary on the 'Your Say' web project page, seeking broader community feedback on specific contents.
- Undertaking a face-to-face facilitated session on the draft Asset Plan with a CALD community group (Vietnamese), to increase their representation in the engagement process.

A demographic profile of the participants in the various engagement sessions and some general comments made are summarised in **Appendix B** and the community engagement outcomes have been summarised in the Asset Plan (**Appendix A**). The most selected decision-making principles by the community, for asset investment priorities were:

- (1) Prioritise replacement and fixing of existing assets instead of creating new ones
- (2) Prioritise easier access to transport and improve transport connections through the city
- (3) Investing in alternative energy sources for Council.

In this first iteration of the 10-year Asset Plans across all Victorian Councils, implementation advice from Local Government Victoria is that deliberative engagement is not mandatory. The next Asset Plan is due for completion following the Council election in 2024 and to be adopted by 31 October 2025. This will be informed by deliberative engagement.

Other Principles for consideration

Overarching Governance Principles and Supporting Principles

- (b) priority is to be given to achieving the best outcomes for the municipal community, including future generations;

Public Transparency Principles

- (c) Council information must be understandable and accessible to members of the municipal community;

Strategic Planning Principles

- (b) strategic planning must address the Community Vision;
- (e) strategic planning must provide for ongoing monitoring of progress and regular reviews to identify and address changing circumstances;

Council has developed an Integrated Strategic Planning and Reporting Framework that outlines how the organisation will implement these strategic planning principles for its key planning documents, including the 10 Year Asset Plan.

Service Performance Principles

- (a) services should be provided in an equitable manner and be responsive to the diverse needs of the municipal community;

- (c) quality and costs standards for services set by the Council should provide good value to the municipal community;

COUNCIL POLICY CONSIDERATIONS

Environmental Sustainability Considerations (including Climate Emergency)

The Asset Plan 2022-2032 (**Appendix A**) outlines the community survey responses relating to the importance of Council protecting and reducing impact of climate emergency on its assets and Council's commitment to environmental sustainability.

It incorporates asset management objectives including mitigating environmental impact, assessing environmental sustainability of current infrastructure, improving resilience of the infrastructure, aligning asset management activities with climate adaptation responsibilities and preparing the community for change in an equitable, inclusive and rights-based way.

Equity, Inclusion, Wellbeing and Human Rights Considerations:

The Asset Plan (**Appendix A**) acknowledges Council's commitment to equity, inclusion and wellbeing as articulated through the Towards Equality Framework. Furthermore, the community engagement process relating to this Plan was subject to an equity impact assessment prior to the consultation being undertaken. A crucial element of the community engagement process was to develop strategies and tailor approaches to reach the culturally and linguistically diverse and vulnerable communities to make it easier for them to have a voice.

The Asset Plan also identifies significant challenges in ensuring that Council's current and future investment is targeted toward areas which have identified inequity and that assets remain universally accessible and fit for purpose, for our multi-cultural and diverse community.

Economic Development and Cultural Considerations

The Asset Plan (Appendix A) gives consideration to significant challenges in managing our assets, including servicing the needs of a growing population and changing demographics.

Operational Impacts

The Asset Plan was developed in consultation with all key internal stakeholders responsible for management of Council's infrastructure assets.

It will guide our management of these assets, investments in discretionary and non-discretionary infrastructure asset expenditure and the development and/or review of Asset Management Plans for each asset class, which will be undertaken over the coming months.

These Asset Management Plans will detail lifecycle management processes to deliver on required service levels and long-term financial forecasts for maintenance, operations, renewal, upgrade, expansion and construction of new assets, to meet ongoing service delivery needs in an inclusive, equitable, cost-effective and sustainable manner.

Legal and Risk Implications

The Asset Plan complies with the requirements of section 92 of the *Local Government Act 2020* and embeds the Financial Management principles, Strategic Planning principles, Community Engagement Principles and Service Performance Principles of the *Act*.

The long-term financial forecasts in the Plan have been prepared in the context of mitigating the risks associated with delivery of services and infrastructure to the community.

The Plan is also aligned to good industry standards such as ISO 55001 (the International Standard for Asset Management), the National Asset Management Assessment Framework (NAMAF) and the International Infrastructure Management Manual.

IMPLEMENTATION ACTIONS

Upon Council adoption of the Asset Plan, the following actions are required:

- Public notice of adoption of the Asset Plan 2022-2032
- Make a copy of the Plan available for the public at Customer Service Centres, other Council facilities and on Council's website
- Submit a copy of the Asset Plan 2022 - 2032 to the Minister for Local Government.

RELATED DOCUMENTS

- Darebin Community Vision 2041
- Council Plan 2021-25
- Financial Plan 2022-32
- Asset Management Strategy 2021-25
- Asset Management Policy
- *Local Government Act 2020*.

Attachments

- Darebin City Council Asset Plan (**Appendix A**) [↓](#)
- Asset Plan Community Engagement (**Appendix B**) [↓](#)

DISCLOSURE OF INTEREST

Section 130 of the *Local Government Act 2020* requires members of Council staff and persons engaged under contract to provide advice to Council to disclose any conflicts of 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.

Asset Plan 2022-2032



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Acknowledgement of Country

Council acknowledges the Wurundjeri Woi wurrung people as Traditional Owners and custodians of the land and water we now call Darebin.

Across the ages Wurundjeri Woi Wurrung people have lived on this land, practising customs and ceremonies of celebration, initiation, and renewal.

Council acknowledges the Elders past, present and emerging are central to ongoing self-determination of Aboriginal communities, and in maintaining culture, history and language. This is part of our formal Statement of Commitment to Traditional Owners and Aboriginal and Torres Strait Islanders People.



Foreword



Our vibrant city is home to people of diverse races, ethnicities, faiths and beliefs, abilities, gender identities, ages, occupations, incomes and lifestyles. This is what makes Darebin a great place to live.

A diverse community requires a diverse range of services in order to function and thrive. Supporting our city are a range of infrastructure assets which provide a backbone for the delivery of our services. Our buildings and facilities support a range of community and recreation services, our roads and pathways provide vital transport pathways, our stormwater drainage provides critical flood mitigation and water treatment, and our open spaces and parks provide opportunities for passive and active recreation activities as well as biodiversity and environmental protection.

In short, we rely on our infrastructure more than we realise. Our assets, which have been built over multiple generations, are essential to the day-to-day functioning of our community and require ongoing long-term planning and management if we are to manage them in a cost effective and sustainable manner.

Council has long been an advocate for sound asset management practices however our new Asset Plan is a first for Darebin City. This Asset Plan now forms a key part of Council’s Integrated Planning Framework and links our asset planning with our Darebin 2041 Community Vision, Council Plan and Long-Term Financial Plan. The Asset Plan is more than simply a requirement under the *Victorian Local Government Act 2020*. It is a formal commitment to engage with our community about our city’s valuable infrastructure assets and link our investment and delivery with community priorities and objectives.

A dedicated Asset Plan community engagement survey was conducted, and community information sessions were held in March and April 2022 to ask the community “what are the most important assets to our community over the next 10 years?”. The community survey received over 740 responses and effectively represents the diverse needs of our community across a range of assets.

The responses have been included in this Asset Plan and have and will be utilised by Council when making current and future decisions about our assets and specifically for our discretionary funding allocation. The survey outcomes and feedback from the information sessions have directly informed our first Asset Plan and will continue to guide our asset investment decisions over the life of this plan.

I would like to sincerely thank all community members who contributed in shaping this document. Your feedback and contributions will be invaluable for Council now and well into the future.

Rachel Olivier
Acting Chief Executive Officer, Darebin City Council

1 About our Asset Plan

Supporting our vibrant city are Council managed infrastructure assets such as local roads, footpaths, stormwater drainage, playgrounds, public lighting, library and community buildings, recreation centres and sporting reserves. The city consists of lively urban areas however also has valuable natural assets such as natural bushland reserves, and open space and parks.

Darebin City Council is responsible for the stewardship of these assets for the benefit of current and future generations. As custodian of community assets, we have the responsibility for managing these assets in the most cost-effective manner. This is achieved through managing our assets through their lifecycle from creation and acquisition to maintenance and operation, through to rehabilitation and disposal.

This Asset Plan provides an avenue to communicate the importance and magnitude of the assets for which Council is responsible for and outlines the way we manage our community's assets to support delivery of services. It provides a 10-year strategic and financial view of the assets that we own and control and how they will integrate with Darebin 2041 Community Vision, Council Plan and Financial Plan.



1.1 The Purpose of the Asset Plan

The purpose of this Asset Plan is to:

- Ensure that assets support the achievement of the Darebin 2041 Community Vision and Council Plan objectives.
- Demonstrate we will responsibly manage our assets to meet the service delivery needs of our community into the future in a cost-effective way.
- Provide a method to integrate our strategic asset management planning outcomes with our Council Plan, Financial Plan and Budget.
- Improve effectiveness of asset management planning through a more engaged community and informed Council.
- Ensure we comply with our asset statutory and legislative obligations.

1.2 Scope of the Asset Plan

While we manage an extensive portfolio of assets, this Asset Plan focusses on physical infrastructure that is under the control and is recognised as an asset of the Darebin City Council. Our infrastructure assets include:



Buildings and Facilities



Stormwater Drainage Assets

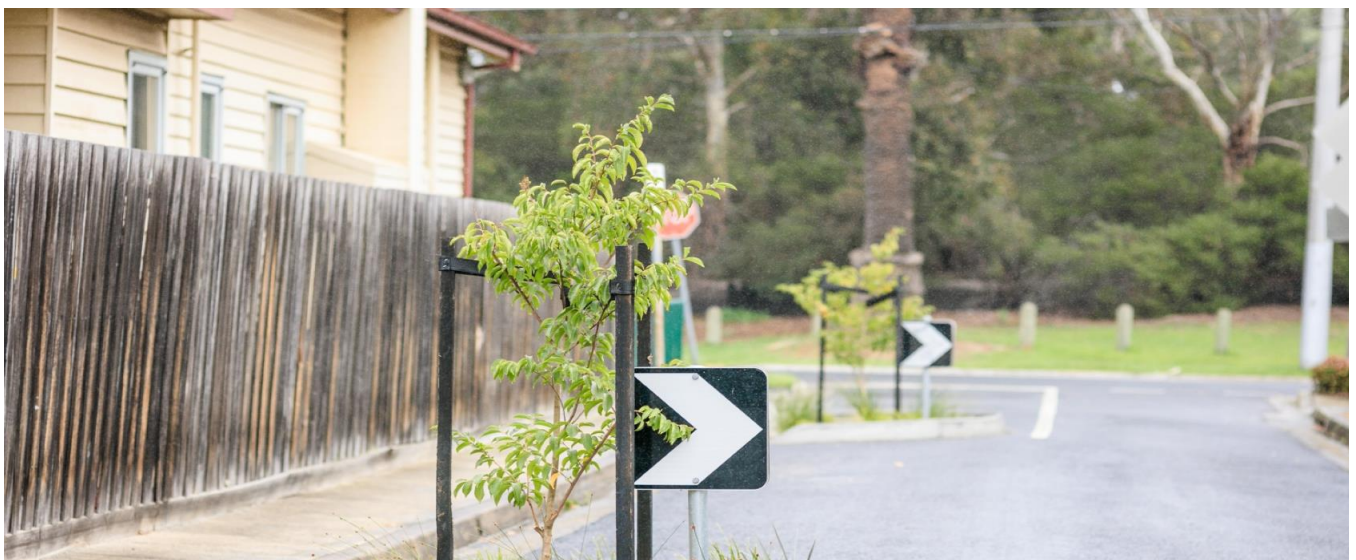


Transport Infrastructure



Open Space and Natural Assets

It is a general overview document that summarises the key elements of our individual Asset Management Plans that we have developed for each of the above infrastructure asset classes and provides a crucial link to other key strategic plans of Council.



2 Strategic Context

The *Local Government Act 2020* requires all councils to develop an integrated, longer-term, and transparent approach to planning organised around a ten (10) year community vision. We have developed an integrated planning and reporting framework to ensure that we achieve our long-term community vision. This is how we set the direction for Council, and ensure we are moving towards our Vision.

This Asset Plan is an important part of our planning and reporting framework. It identifies the long-term resourcing strategy for assets to support the delivery of the Community Vision and integrates the asset plan with the 10-year Financial Plan and 10-year Capital Works Plan which is illustrated in the following diagram.



Figure 1 – Darebin Integrated Planning and Reporting Framework

2.1 The Darebin 2041 Community Vision

Our Community Vision is a statement of our community’s goals and aspirations for the future. It considers where we are, where we want to be and how will we get there. Our Community Vision - Darebin 2041 sets our horizon 20 years into the future, on the community we want to be in 2041.

The Darebin 2041 Community Vision:

- *Darebin is an equitable, vibrant and connected community.*
- *Darebin respects and supports First Nations People, values country, our diverse communities and places.*
- *Darebin commits to mitigating the climate emergency and creating prosperity for current and future generations.*

Our vision is supported by our key pillars:



Under each of these pillars, we commit to strategic objectives (what we want to achieve), indicators (how we can tell if we have), key actions (what actions we will take), and the health and wellbeing priorities they will address. Our assets are related to the key pillars which support the achievement of the Community Vision.

2.2 The Council Plan





Our Council Plan makes a commitment to outcomes and priority initiatives across a number of strategic objectives which align to the Community Vision. Effective asset management supports the outcomes of the Council Plan and the delivery of sustainable services and programs. We recognise our stewardship role in appropriately managing the assets we have and aim to fulfil our obligations to future communities to provide sustainable assets and services.

2.3 The Financial Plan

The Financial Plan provides a long-term view of the resources that we expect to be available to us and how these will be allocated and prioritised over the next ten (10) years. Our Financial Plan identifies our current and projected financial capacity to continue delivering high quality services, facilities, and infrastructure while identifying critical new capital investment to support our community’s prosperity and to respond to our future challenges. This Asset Plan is based on and inherently linked with the budgets and projections outlined in our Financial Plan. Ongoing affordability and financial sustainability are our key objectives. The Financial Plan in combination with the Asset Plan supports in achieving these objectives.

2.4 How do Our City’s Assets Support the Delivery of Services?

Assets play a critical role in the delivery of the City’s goals and outcomes identified in the Community Vision by supporting the delivery of services such as sport and recreation, transport, community health and waste management. Without fit for purpose and well managed assets, the delivery of services can suffer or diminish. Assets play a critical role in delivering services to the community. The table below provides an overview of our asset classes and how our assets enable the provision of services to our community and alignment to our Community Vision.

| Darebin Vision 2041 and Pillars | Asset Related Council Services and Programs | Supporting Assets |
|--|--|--|
| <p><i>Darebin is an equitable, vibrant and connected community.</i></p> <p><i>Darebin respects and supports First Nations People, values country, our diverse communities and places.</i></p> <p><i>Darebin commits to mitigating the climate emergency, creating prosperity for current and future generations.</i></p> | <p>Community Vision Strategic Directions and Actions</p> <ul style="list-style-type: none"> ▪ Access to senior citizen facilities ▪ Arts and heritage programs ▪ Arts events, exhibitions, performances, festivals, and cultural programs ▪ Environmental sustainability initiatives ▪ Family services ▪ Immunisation | <p>Buildings and Facilities</p>  <p>Building and facilities supports the community by providing spaces to deliver services across our lifespan i.e., children, youth, aged, as well as to the whole Darebin community in its diversity, including people who experience or have historically experienced discrimination and disadvantage. They provide suitable accessible, inclusive, and welcoming spaces in which Council can provide services both to the community and for the community.</p> |
| | <ul style="list-style-type: none"> ▪ Road and footpath maintenance ▪ Sustainable transport opportunities | <p>Transport Infrastructure</p>  <p>Roads, pathways, bridges and car parks facilitate the safe and equitable movement of people and goods within and through the city by both motorised and non-motorised transport and vehicles, taking into account the imperative to address the climate emergency. They also provide accessibility for the community to key activity areas and facilities.</p> |
| | <ul style="list-style-type: none"> • Drainage maintenance | <p>Stormwater Drainage Assets</p>  <p>Stormwater drainage assets provide flood mitigation protection for public and private property throughout the city. They also assist with the implementation of the city’s Integrated Water Management Program which aims to manage water including stormwater and reduce pollution entering our waterways.</p> |
| | <ul style="list-style-type: none"> ▪ Parks, gardens, and playgrounds ▪ Leisure and sports facilities (program involves multiple asset types) | <p>Open Space and Natural Assets</p>  <p>Open space assets provide accessible, equitable and inclusive spaces for active and passive recreation, including playgrounds and sports fields, that respond to the diversity of the Darebin community. They provide and protect the “green lungs” for our community.</p> |

2.5 Climate Emergency Plan 2017 - 2022

Council has recognised that we are in a state of climate emergency that requires urgent action by all levels of government, including local councils. A key goal for Council is to continue to aim for net zero carbon emissions for our Council and community in the short term. To reach our goal, we will be working to improve our energy efficiency, generating more of our own energy on-site, entering new renewable energy purchasing arrangements and, as a last resort, offsetting the remaining emissions.

Council assets play a key role in achieving and maintaining the goals of the Climate Emergency Plan. For example, Council buildings and facilities use and produce carbon emissions which will be addressed through various initiatives to offset or reduce these emissions over time. Council is expanding its use of sustainable roads and paths materials such as recycled asphalt materials to avoid or reduce the use of petroleum-based materials. Asset operations, construction and materials used will be continually reviewed as part of the implementation of this Asset Plan to ensure the goals of the plan are achieved and Council assets contribute to net zero carbon environment and beyond.

2.6 Darebin Environmentally Sustainable Development Policy

Our Environmentally Sustainable Development (ESD) Policy affects all building and facility asset design and construction projects, major refurbishments and building maintenance works at Darebin City Council. The ESD Policy is aimed at eliminating our carbon footprint, reducing water use, pollution and waste, plus a range of other sustainable initiatives relating to our building and facility assets. The Policy sets out minimum requirements and inclusions for all elements of a building during planned works such as building fabric, heating and cooling systems, lighting and energy use, water efficiency and stormwater management, building material use, transport and building accessibility and waste and recycling management.

The key objectives of the ESD Policy are:

- To reduce annual operating costs by consuming less energy and water and generating fewer emissions.
- Future proofing Councils assets against climate change and rising costs of utilities
- Ensuring healthy indoor environments and improved comfort levels which can lead to increased occupant productivity and reduced absenteeism.
- To reduce water use and achieve best practice stormwater outcomes.
- To ensure waste avoidance, reuse and recycling during demolition and construction.

2.7 Towards Equality - Darebin Equity, Inclusion and Human Rights Framework 2019 - 2029

Darebin City Council has a long-standing commitment to serve and respond to the diverse needs of its community. The Equity, Inclusion and Human Rights Framework 2019 - 2029 (Towards Equality) advances this commitment and provides a framework to help address the barriers to inclusion experienced by Darebin community members. This outlines key considerations for diversity, inclusion, equity, and human rights across all of Council's organisational culture, practice, process and decision-making and continuing to stand against discrimination.

Discrimination and poverty impinge on people's rights and ability to participate fully and equally in our community. Council assets play a key role in the implementation of the Equity, Inclusion and Human Rights Framework by providing freedom of movement, accessibility, places of inclusion and community support. Asset planning, design, construction and maintenance will continually reference the goals and objectives of the Towards Equality Framework. Key considerations for assets are accessibility and inclusion, including signage for a multi-cultural and diverse community.

2.8 Relevant Strategic Documents

This Asset Plan supports several other strategic Council documents to achieve our long-term goals. These are:

| | |
|---|--|
| Asset Management Strategy | Towards Equality Framework – People, Places, and Experiences |
| Early Years Infrastructure Strategy 2021 - 2031 | Transport Strategy 2007–2027 |
| Creative and Cultural Infrastructure Framework 2018 | Urban Forest Strategy 2013-2028 |
| Breathing Space: Open Space Strategy 2019 | Disability Access and Inclusion Plan 2021-2026 |
| Active Healthy Ageing Strategy 2011-2021 | Climate Emergency Plan 2017-2022 |
| Public Toilet Strategy 2015-2025 | Natural Heritage Strategy 2015-2025 |
| Safe Travel Strategy 2018-2028 | Libraries and Learning Strategy |
| Outdoor Sports Infrastructure Framework | Walking Strategy 2018-2028 |
| Waste and Recycling Strategy 2020 | Road Management Plan |



3 Challenges and Opportunities

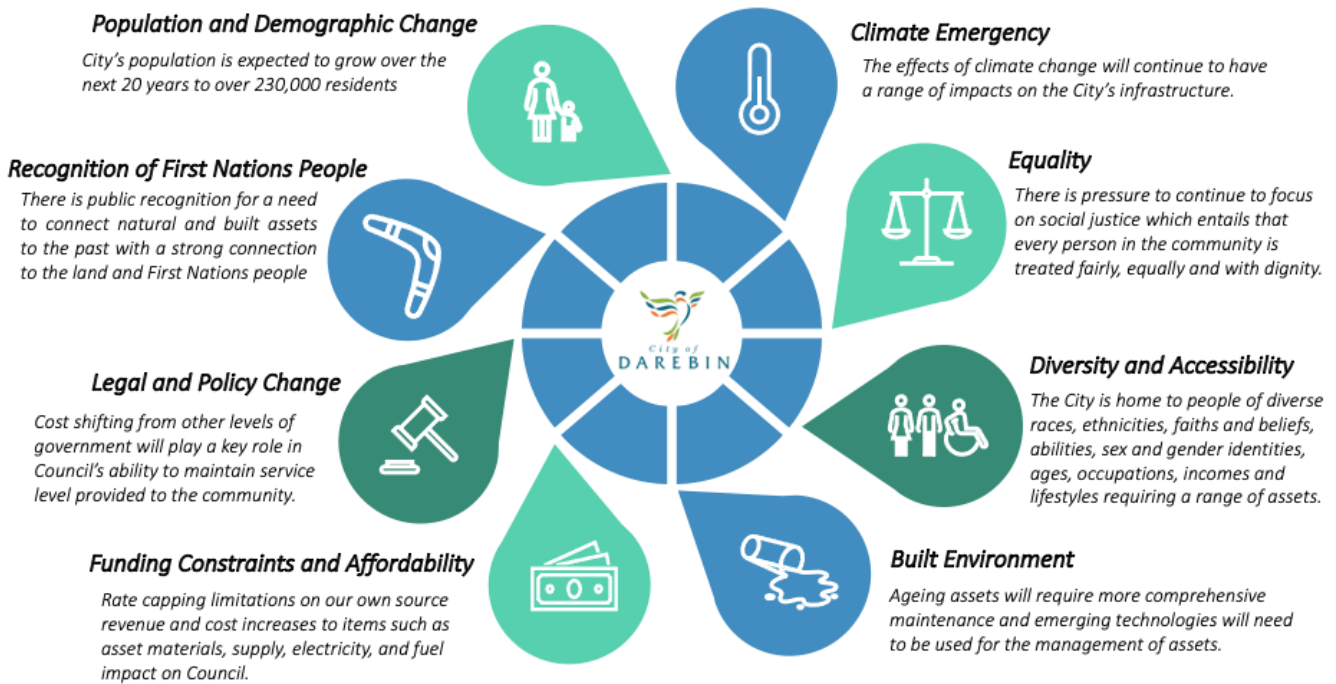


Figure 2 – Darebin City Asset Challenges and Opportunities

| Challenge | What does this mean for asset management and service delivery? |
|--|--|
| <p>Recognition of First Nations People</p> <p>There is public recognition for a need to connect natural and built assets to the past with a strong connection to the land and First Nations people, whilst moving to the future with asset design, energy efficiency and materials.</p> | <p>Council will need to continue to plan for and connect current and future natural and built assets with a strong connection to the land and First Nations people. Whilst providing a strong connection and design elements to the past these assets must also be able to quickly respond to emerging needs such as generational change, legislation, environmental standards, facilities experienced elsewhere and new technology.</p> |
| <p>Population and Demographic Change</p> <p>Population projections indicate a significant increase for Darebin Local Government Area over the next 20 years. This is an increase from over 164,000 residents today to 230,116 residents in 2041. The growth is anticipated to settle predominantly in Preston West and East and Reservoir (Oakhill, Cheddar and Edward Lakes).</p> <p>Whilst all age brackets are expected to grow in number, the majority of the population growth will be in the 25-29, 30-34 years and 35-39 age demographic ranges.</p> <p>This will include significant increases in couples with children, couples without children and lone person households. These groups will require a range of services and assets to support their needs towards 2041.</p> | <p>We will need to expand our services and assets to cater for our growing community. Council will need to make a financial investment in infrastructure so that our assets are of a suitable capacity to cater for growth and that exemplary urban renewal is achieved.</p> <p>A changing demographic will mean that we will need to adjust the provision of assets to accommodate the changing demographics with younger families in the growth areas and maintain a focus on providing services that promote access and equity.</p> |

| Challenge | What does this mean for asset management and service delivery? |
|---|--|
| Climate emergency | |
| <p>We are already experiencing the impacts of climate change. The past 16 years are among the 17 warmest years on record. Global sea levels have risen more than 20 cm since the end of the 19th century. There are already climate refugees and millions of people are in danger of being displaced. Commentators and researchers are already linking conflicts around the world with climate change impacts such as drought.</p> <p>In the future, we can expect storm damage to infrastructure; increased heat and drought conditions, reduced summer outdoor activities; and hotter urban spaces.</p> | <p>We recognised that we are in a state of climate emergency. Our Climate Emergency Plan outlines a range of initiatives including asset and infrastructure initiatives to enable our community to be resilient in the face of any unavoidable dangerous climate impacts.</p> <p>There is an expectation that there will be continued leadership from Council to develop and implement long term strategies to address and adapt to climate change impacts. These will range from the use of sustainable energy sources and materials to provide assets that are environmentally efficient, greening the city to reduce heat effects, waste recycling and resource recovery and building resilience into the drainage network to cope with severe storm events.</p> <p>Assets will need to be built and renewed to a standard that can withstand at least 1.5 degrees of temperature increase. This may require different materials, methods of asset construction and other innovative approaches. Changing weather will lead to increased need for reactive maintenance and asset repair to mitigate asset deterioration and weathering.</p> |
| Equality | |
| <p>There is ongoing pressure from the community for equality throughout the city. This presents itself in several forms such as equity in the extent and quality of assets and services being provided i.e. more advanced and functional buildings and facilities, enhanced open space areas, access to transport, modern technology, and convenience.</p> <p>There is pressure for Council to continue to focus on social justice which entails that every person in the community is treated fairly, equally and with dignity. Their rights are recognised and protected. Systemic and structural inequalities (the barriers people face because of poverty and discrimination) should be addressed so people can have equal access to services, opportunities and capacity to influence.</p> | <p>The City’s Towards Equality Framework guides and help strive for a just society by reducing disadvantage, standing against discrimination and sharing resources equitably, in partnership with the community, local agencies and organisations.</p> <p>Council will need to continue to review the provision, extent, quality and availability of assets throughout the City to ensure that current and future investment is targeted toward areas which have identified inequity.</p> |
| Diversity and Accessibility | |
| <p>The City of Darebin is home to people of diverse races, ethnicities, faiths and beliefs, abilities, sex and gender identities, ages, occupations, incomes and lifestyles. People with disability are part of every section of our community.</p> <p>The community expects Council to be able to respond to emerging needs of a diverse community including access to asset and infrastructure that meet the communities’ diverse needs.</p> <p>This will require continual review of the current state of assets and must be balanced and prioritised against investment in new and expanded assets to support the City’s future.</p> | <p>The City’s Disability Access and Inclusion Plan 2021-2026 outlines a number of initiatives to improve access and inclusion. It includes key impacts relating to the City’s infrastructure assets such as:</p> <ul style="list-style-type: none"> ▪ Kerb ramps and crossovers feel safe for the community to use. ▪ Accessible parking spaces where they are needed. ▪ Accessible transport for people with disability. ▪ Accessibility to Council buildings, like libraries and leisure centres, as well as open spaces, such as parks and playgrounds. ▪ Accessible facilities, including toilets and changing places in public places. ▪ Design of public places is underpinned by the principles of universal design. <p>Our assets must cater for the expectations of the community by remaining universally accessible, well maintained, and fit for purpose.</p> |

| Challenge | What does this mean for asset management and service delivery? |
|---|---|
| Built Environment | |
| <p>One of the biggest financial challenges facing the city is the cost of renewing our steadily ageing infrastructure.</p> <p>Much of Darebin City was developed and expanded through the 1940's and 1950's however there are much older parts of the city that were constructed pre-1900. The city has progressively renewed assets throughout this period however many longer life assets such as roads and stormwater pipes will require increased investment into the future as they age and require replacement.</p> <p>There is a significant move to online and connected services throughout the world. Governments are increasingly moving online to deliver and access services, obtain information and to perform day to day activities.</p> <p>There is also significant change in technologies for the management of assets such as asset inspection methods and technology, road pavement materials, building and facility operational systems, asset inspection technology and performance monitoring devices.</p> | <p>As our assets continue to age and additional and more complex assets are built, more investment in asset maintenance and renewal expenditure will be required to ensure that the current levels of service enjoyed by the community continue to be delivered. There is a need to continuously improve asset management systems and processes to ensure that the performance of our ageing assets are monitored and the right assets are renewed at the right time and cost.</p> <p>We will make use of available and emerging technologies to share our data on our assets to others enabling them to interact with our services digitally. We will also be able to enable a more mobile workforce with real-time access to information in the field.</p> <p>We will assess and, where appropriate, adopt and introduce new asset operational and management technologies to achieve efficiencies in asset inspections, asset performance and utilisation monitoring and predictive modelling for effective decision-making on asset maintenance and investment.</p> |
| Funding Constraints and Affordability | |
| <p>Many Councils are experiencing a significant limitation on their source revenue due to constraints such as rate capping.</p> <p>Asset cost increases to items such as asset materials, supply, electricity, and fuel exceed the rate cap and impact on Council's finances. For the Council, this occurs with expectation of doing more with less or improving our efficiency over time.</p> | <p>Limitations or reduction of own source income due to rate capping could also have a material effect on Council's financial sustainability and our ability to fund asset maintenance and renewal.</p> <p>Federal and State Government Grant schemes can reduce or cease based on several external factors outside of our control. This could impact our investment in new and upgraded assets and could force Council to fund only asset renewal and maintenance and limit expenditure on new or upgraded infrastructure. We will need to aim to continually balance the affordable provision of services against the needs of our community. We will also assist community organisations operating from Council buildings to seek external grant funding to enhance Council-owned infrastructure.</p> |
| Legal and Policy Change | |
| <p>Cost shifting from other levels of government will continue to play a key role in Council's ability to maintain service levels provided to the community. There is an expectation that Council will continue to deliver services, even when State and Federal government funding is withdrawn or reduced.</p> <p>Asset related compliance and reporting requirements are also expected to continue to increase and become more complex.</p> | <p>We will explore service delivery partnerships with other agencies where appropriate, for non-asset service delivery or shared service solutions and in turn, optimise the use of Council's asset portfolio.</p> <p>We will also continue to strongly advocate to other levels of government for support in meeting the current and future needs of the community.</p> <p>We will also continue to meet our asset related regulatory and statutory obligations while being conscious of maintaining affordability and financial sustainability. This requires prudent and efficient decisions to be made to manage competing funding demands across a broad range of projects, programs, and services.</p> |

Table 1 - Summary of Key Challenges and Opportunities

4 Community Engagement Outcomes

4.1 Community Engagement

This Asset Plan has been developed with input from our community via online surveys, stakeholder engagement and community information sessions. The community engagement was undertaken from 22 March to 5 June 2022 in line with *Local Government Act 2020* requirements, to inform the development of the Darebin 10 Year Asset Plan.

A total of 745 people participated in the Asset Plan community engagement. 700 responses were received via the City of Darebin’s 2022 Community Survey, and the remainder of people contributed surveys via Council’s Have Your Say webpage or in person at one of the Community Information Sessions held. Further individual comments were provided in addition to ranking the survey questions to help shape the asset needs and priorities for the future. The following five questions were asked:

- *On a scale of 0 (lowest) to 10 (highest), how much do you think each of the following assets are currently used by the community, and how important do you think they will be to meeting future community needs over the next 10 years?*
- *On a scale of 0 (lowest) to 10 (highest), what priority do you think each of these broader asset issues are for Council to address in the next 10 years?*
- *What are the key asset principles that should be used to guide Council decisions?*
- *On a scale of 0 (lowest) to 10 (highest), how important is it that Council protects and reduces the impact of climate emergency on its assets?*
- *Do you have any other comments about the Asset Plan?*

Six (6) online responses and thirty-two (32) responses during a face-to-face session with a CALD group were also received on the draft Asset Plan. The outcomes from this community engagement process, along with previous community engagement outcomes relating to the development of the Community Vision and Council Plan, have been incorporated into the Asset Plan and will guide Council decisions over the life of this Asset Plan.

4.2 Current Asset Use by the Community

Respondents were requested to consider current use of Council assets from a selection of Council’s most well-utilised assets and those important for community well-being. All assets ranked fairly evenly and were considered to be currently well used by the community, with the top three rated being:

1. Local roads (8.64)
2. Open space, parks and playgrounds (8.59)
3. Carparks and shopping areas (8.47)

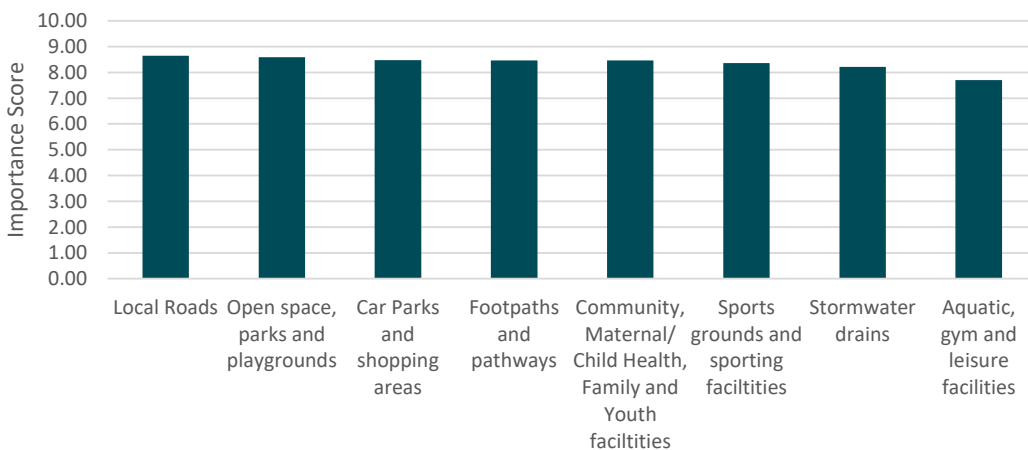


Figure 3 – Current Asset use by the Community

4.3 Asset Importance to meet Future Needs of Community

The community was then requested to identify which assets are important to meet our future community needs over the next 10 years. Open space, parks and playgrounds (8.64) along with community, maternal and child health, family and youth facilities (8.58) were the highest-ranking asset groups. Sports grounds and sporting facilities (8.46) rated third as important to meet future needs of the community.

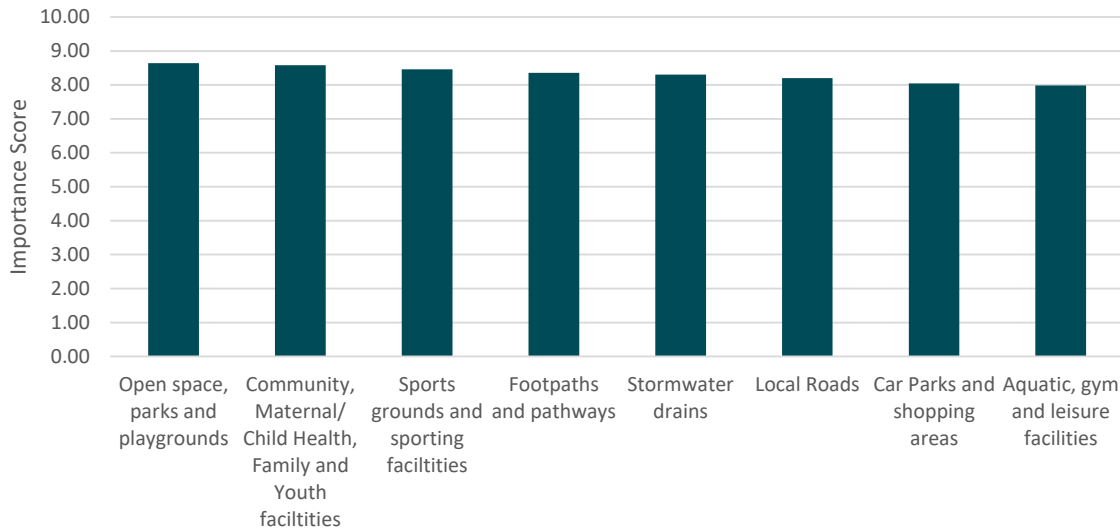


Figure 4 – Future Asset Importance

4.4 Key Asset Related Issues

The key asset issues that need to be prioritised over the next 10 years were rated on a scale of zero to 10. The issues covered 10 broad asset types and areas. On average, all broader asset classes were considered very important by respondents, with all scores ranging from 8.68 to 7.65. However, the three most important issues were:

1. Open space/natural areas (8.68)
2. Transport connections/pathways (8.63)
3. Parks and reserves with all-accessible equipment and furniture (8.59)

Car parking, drainage and local flooding as well as facilities to support more females to join in sports and activities were also identified as high priorities by the community.

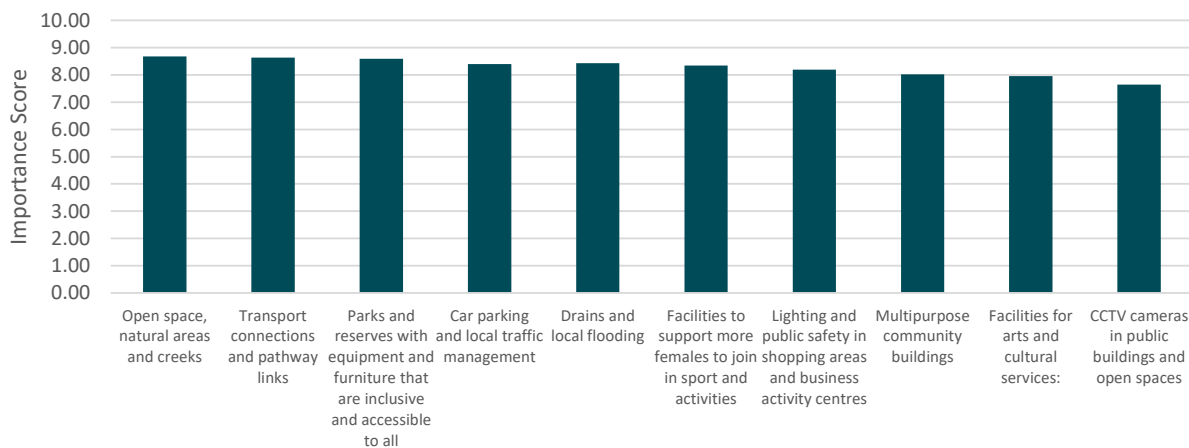


Figure 5 – Key broader asset related issues

4.5 Key Asset Decision Making Principles

Decision making principles help guide Council in the allocation of funding for asset investment. An important part of the engagement was to identify where the community sees asset investment priorities, in addition to the most important assets now and in the future.

The most selected asset decision-making principles by the community were:

1. Prioritise replacement and fixing of existing assets instead of creating new ones (45%)
2. Prioritise easier access to transport and improve transport connections through the city (39%)
3. Investing in alternative energy sources for Council assets (35%).

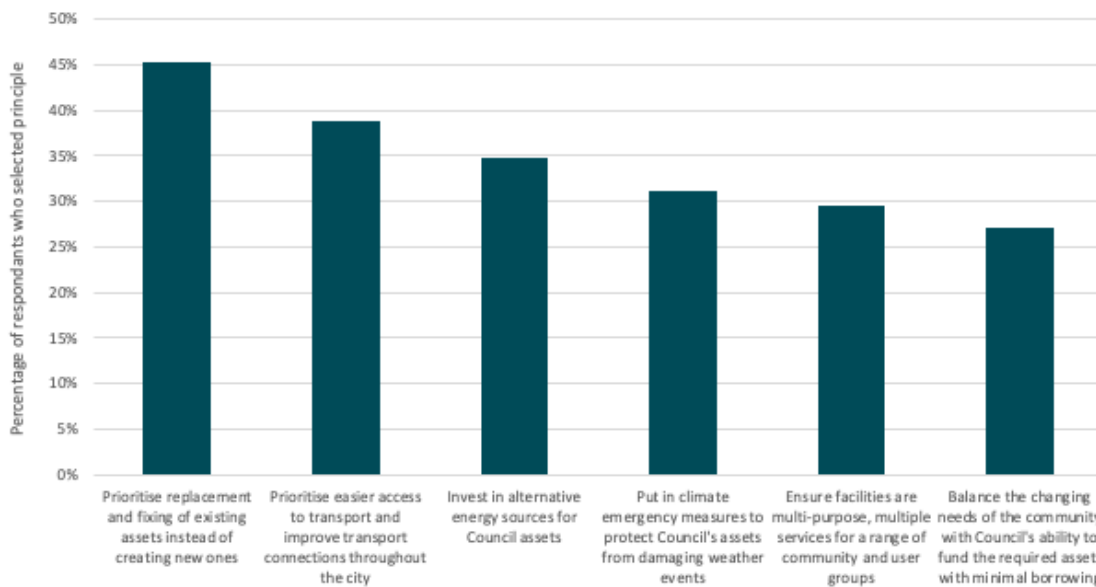


Figure 6 – Key asset related decision-making criteria

4.6 Importance of Climate Emergency

The importance of Council protecting and reducing the impact of climate emergency on its assets was rated very highly by the survey respondents at an average of 8.28 out of 10, with 91.2% on average rating it as an important issue for Council. This reflects the broader community expectation that Council will continue to lead in the implementation of climate emergency measures and specifically for infrastructure assets.



Figure 7 – Importance of protecting and reducing impact of climate change on assets

5 Our Assets

Our assets are valued at approximately **\$1.97 billion**. This includes land, infrastructure assets and non-infrastructure assets. Our infrastructure and non-infrastructure assets covered by this plan are valued at approximately **\$1.188 billion**. Our assets are grouped into the following key asset classes:

| Asset Class | Key Asset Quantities | Value as at 30 June 2021 |
|---|---|--------------------------|
|  Buildings and Facilities | 333 Buildings <i>Key examples:</i> | |
| | 2 Aquatic Centres | |
| | 41 Sport Pavilions | |
| | 31 Health Centre / Child Care Buildings | |
| | 30 Community Centres/Halls | \$434.41 m |
| | 4 Libraries | |
| | 8 Community Neighbourhood Houses | |
| | 2 Municipal Buildings | |
| | 46 Public Toilet Facilities | |
| | 1 Resource Recovery Centre | |
|  Transport Infrastructure | 530km of Roads | |
| | 1045km of Sealed Paths | \$453.32 m |
| | 66 Road and Footbridges | |
|  Stormwater Drainage Assets | 627.6km Stormwater pipes | |
| | 23,194 Stormwater pits | \$190.60 m |
| | 29 Wetlands | |
|  Open Space Assets | 790 ha Open Space | |
| | 27 Sports Reserves | |
| | 7 Natural Reserves | |
| | 57 Playing Fields/ Sport Grounds | \$109.95 m |
| | 100 Playgrounds | |
| | 84,300 Street Trees | |
| TOTAL | | \$1.188 b |

Table 2 - Asset Summary

Each year we spend millions of dollars on maintaining, replacing, upgrading, and constructing new assets to serve the community. Given the value of our assets and how much the community depends on them, it is important that we carefully plan for their delivery and ongoing management to provide the diverse range of services to the quality that our community expects now and into the future.

We need to do this in the most cost-effective way possible for the benefit of our community. This is what asset management is all about.

5.1 Asset Performance

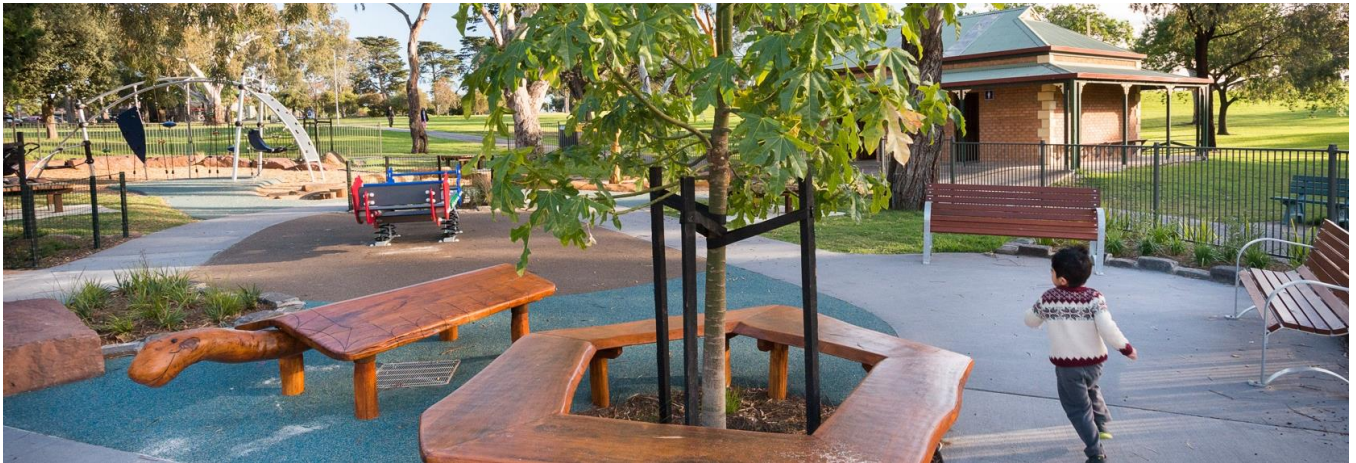
The performance of our assets is measured by their current condition, the functionality of our assets to meet community needs, the capacity or ability of our assets to meet user demand and the environmental sustainability of our assets and their resilience and adaptability to climate change impacts. We also look to the future to see if our assets will continue to perform and meet the service needs of our community. The following table provides a high-level assessment of the performance of our key assets under each asset class. Overall, our assets are performing well with some areas for improvement identified. Asset performance along with current and future challenges for each asset class are further explored in Section 7. State of Our Assets.



| Buildings and Facilities | Transport Infrastructure | Stormwater Drainage | Open Space Assets | | | | | | | | |
|--|---|--|--|---------------|--|----------|---|------------------------------|--|--|---|
| Sports and Recreation Centres ● Condition ● Functionality ● Capacity ● Environmental Sustainability | Roads ● Condition ● Functionality ● Capacity ● Environmental Sustainability | Stormwater Pipes and Pits ● Condition ● Functionality ● Capacity ● Environmental Sustainability | Sports fields and playing surfaces ● Condition ● Functionality ● Capacity ● Environmental Sustainability | | | | | | | | |
| Children’s Services Buildings ● Condition ● Functionality ● Capacity ● Environmental Sustainability | Pathways ● Condition ● Functionality ● Capacity ● Environmental Sustainability | Wetlands and Water Sensitive Assets ● Condition ● Functionality ● Capacity ● Environmental Sustainability | Playgrounds ● Condition ● Functionality ● Capacity ● Environmental Sustainability | | | | | | | | |
| Community Facilities ● Condition ● Functionality ● Capacity ● Environmental Sustainability | Bridges and Footbridges ● Condition ● Functionality ● Capacity ● Environmental Sustainability | | Street trees ● Condition ● Functionality ● Capacity ● Environmental Sustainability | | | | | | | | |
| Cultural Facilities (Arts Centre and Libraries) ● Condition ● Functionality ● Capacity ● Environmental Sustainability | Car parks ● Condition ● Functionality ● Capacity ● Environmental Sustainability | | Park facilities (BBQ’s, tables, seats, lighting, picnic shelters) ● Condition ● Functionality ● Capacity ● Environmental Sustainability | | | | | | | | |
| Public toilet facilities ● Condition ● Functionality ● Capacity ● Environmental Sustainability | <table border="1"> <tr> <td>Asset Condition</td> <td>The overall current condition of the assets</td> </tr> <tr> <td>Functionality</td> <td>Are the assets fit for purpose to meet service needs</td> </tr> <tr> <td>Capacity</td> <td>How well do the assets meet user demand</td> </tr> <tr> <td>Environmental Sustainability</td> <td>How resilient and adaptable are the assets to climate change impacts</td> </tr> </table> | Asset Condition | The overall current condition of the assets | Functionality | Are the assets fit for purpose to meet service needs | Capacity | How well do the assets meet user demand | Environmental Sustainability | How resilient and adaptable are the assets to climate change impacts | | Natural Reserves ● Condition ● Functionality ● Capacity ● Environmental Sustainability |
| Asset Condition | The overall current condition of the assets | | | | | | | | | | |
| Functionality | Are the assets fit for purpose to meet service needs | | | | | | | | | | |
| Capacity | How well do the assets meet user demand | | | | | | | | | | |
| Environmental Sustainability | How resilient and adaptable are the assets to climate change impacts | | | | | | | | | | |

Key

- Meets existing and future service needs
- Meets existing service needs
- May require minor work to continue to meet existing service needs
- May require major works to continue to meet existing service needs
- Fails to meet existing service needs



6 How Do We Manage Our Assets?

“To ensure that our asset management practices are from the start, focused on our community in its diversity and contribute to improved outcomes for all, particularly community members who experience disadvantage or discrimination. We will ensure that our asset management activities are integrated across our organisation for the lifecycle of the assets, as we continue to place our community’s wellbeing and quality of life at the heart of what we do.” Darebin Asset Management Policy

6.1 Asset Management Framework

Our Asset Management Framework illustrates the relationship between the Community Vision, Council Plan goals and objectives and asset planning at the strategic, tactical, and operational levels. This Framework aims to ensure that a systematic approach to asset management delivers prudent and efficient outcomes to meet both our community and asset management objectives.



Figure 8 – Darebin City Council Asset Management System / Framework

| Document | What does this mean for asset management and service delivery? |
|----------------------------------|--|
| Asset Plan | <p>The Asset Plan provides a high level 10-year view of Council’s priorities around maintenance, renewal, acquisition, expansion, upgrade and disposal of infrastructure and how these are to be integrated within Council’s decision-making process and financial plans.</p> <p>The plan relates outcomes from community engagement to guide Council asset decisions, needs and activities over the next 10 years.</p> |
| Asset Management Policy | <p>The Asset Management Policy summarises the objectives for asset management. The Policy outlines responsibilities for asset management across the organisation and recognises that asset management is a collective responsibility. The objectives can only be achieved if all parties responsible work together to achieve the vision.</p> |
| Asset Management Strategy | <p>The Asset Management Strategy outlines how we will deliver our Asset Management Policy intentions. The purpose of the Strategy is to provide the framework for the ongoing enhancement of Council’s asset management practices to deliver sustainable and effective services, support the implementation of the Asset Management Policy and to achieve organisational objectives.</p> |
| Asset Management Plans | <p>Our Asset Management Plans provide information on how we intend to manage each of our asset classes to meet the demands of our community in the future. They provide the roadmap for achieving value from our assets by optimising cost, risk, and performance across the lifecycle of an asset.</p> <p>We currently have Asset Management Plans for Transport Assets, Stormwater Drainage and Buildings.</p> |
| Operational Plans | <p>Our Operational Asset Plans provide information on how we manage our assets at an operational level. They cover aspects such as asset maintenance and inspections frequencies and details, asset condition assessment and operational procedures for complex assets. They aim to provide guidance and structure to the operations of assets and ensure that these operations are consistent with the overall lifecycle management strategy of an asset.</p> |

Table 3 - Asset Management Planning Document Definitions

We take a formal approach to the lifecycle management of our assets. This ensures we optimise our management practices at each phase in an asset’s lifecycle and results in cost-effective asset management. Underpinning our asset management practices are our asset risk management processes to support decision making through each lifecycle phase.



6.2 Asset Investment Strategy

The next 10 years requires a significant investment to maintain and renew the assets at optimal points in time and ensure public safety, continuity of service provided to the community, whilst minimising ongoing lifecycle asset costs. This investment in asset maintenance and renewal is to be balanced by investment in new and upgraded assets to meet current and future demand across the municipality.

Prudent and efficient investment decisions using a holistic lifecycle approach to asset management have been applied in this Asset Plan and supporting practices. The integration of the Asset Plan and the Financial Plan is critical to ensure the resources required to manage assets to agreed levels of service are provided for, in a financially sustainable manner. This integration is further evident in the adoption of our 10 year Capital Works Plan which outlines all asset projects and programs to be delivered over the life of this Asset Plan.

Our asset investment strategy aligns to the decision-making principles developed via community engagement and our asset management objectives and covers the following aspects:

- Continue to prioritise the renewal of ageing infrastructure
- Continue to optimise asset life and costs through timely and effective maintenance
- Manage impacts of population changes and rationalise, re-purpose, modernise and/or construct new assets where they are critical to support growth
- Focus on universally accessible and sustainable transport connections
- Provide assets that promote the health and well-being of our community in an equitable manner
- Manage asset resilience to climate change impacts
- Continue to comply and meet all relevant legislative requirements.
- Provide long-term affordable and sustainable services.

6.3 Investment Categories

For the purposes of this Asset Plan, our investment in our infrastructure is categorised in the table below. Classifying our expenditure in this way helps us to plan our budgets and track how we spend our money on our assets and services.

| Expenditure Category | Activity | Description |
|--|-------------|--|
| Non-Discretionary Maintenance and Operations | Maintenance | Ongoing work required to keep an asset performing at the required level of service. |
| | Operations | Recurrent expenditure that is continuously required to provide a service. |
| Non-Discretionary Renewal | Renewal | Returns the service potential or the life of the asset up to that which it had originally |
| Discretionary Growth | Upgrade | Enhancements to an existing asset to provide a higher level of service. |
| | Expansion | Extends or expands an existing asset at the same standard as is currently enjoyed by residents, to a new group of users. |
| | New | Creates a new asset that provides a service that does not currently exist. |

Table 4 - Expenditure Categories

6.4 Funding Community Needs

In accordance with the community engagement feedback, Council will commit to prioritising the renewal funding of its existing infrastructure assets before allocating funds to any discretionary projects relating to new assets or expansion or upgrade of existing assets. As a result, the funding of renewal is deemed a non-discretionary expenditure and has been allocated the highest priority in our Capital Works Program.

Further to the community engagement, Council will prioritise asset investments to ensure the public health and safety of our community, manage climate emergency impacts and compliance with statutory obligations are also given priority above discretionary funding.

The community identified asset priorities, broader asset related issues and decision-making principles identified from the extensive survey undertaken for this Asset Plan will be used to inform the prioritisation of non-discretionary and discretionary funding available. They will be used to review current and planned asset investment in new and upgraded assets to meet the needs of the community over the next 10 years. These principles will be progressively implemented over the life of this Asset Plan. Once constructed, these new and upgraded assets will require ongoing maintenance and renewal and will add to the ongoing funding needs over time.

The diagram below summarises the allocation of funding and prioritisation over the life of the Asset Plan.

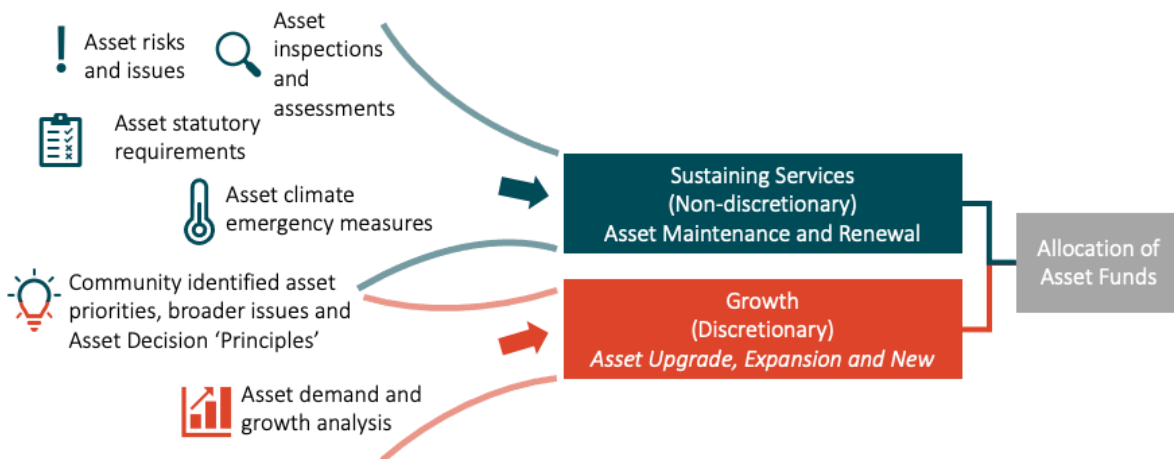


Figure 9 – Community identified asset priorities and principles in action

The integration of the Asset Plan and the Long-Term Financial Plan is critical to ensure the resources required to manage assets to agreed levels of service are provided for in Council’s financial planning instruments.

If the required resources are not provided adequately for non-discretionary asset expenditure for asset maintenance and or renewal, then a resource gap can arise which can result in a lowering of levels of service provided to the community or risks such as public health and safety can be compromised.

On the other hand, if the required resources are not provided adequately for discretionary asset expenditure for the timely upgrade and expansion of existing assets or the construction of new assets, it can result in a difference between the current level of service provided by assets and the level of service demand required of the assets.

This balance is and will continue to be an ongoing challenge for Council within a constrained financial environment. The Asset Investment Strategy outlined above is needed to underpin the financial integration of this Asset Plan with the Financial Plan.

7 State of Our Assets

The following state of the assets summaries for each asset class provide the key challenges, opportunities, performance, and projected expenditure requirements for each key asset class over the next 10 years. These funding requirements have been determined based on the key principles and outcomes from the community engagement, affordability assessments made in our Financial Plan and represent the investment that is required to maintain our existing levels of service provided to the community.

7.1 Buildings



| | |
|----------------|---|
| Service | Provide buildings and facilities for Council services such as maternal and child health centres, community centres, arts and library facilities, sporting pavilions and change rooms, aquatic, gym and leisure centres, youth centres, kindergartens, childcare and public amenities. |
|----------------|---|

| | |
|--------------------------|---|
| Service Objective | Our buildings and facilities are safe, functional, fit for purpose and accessible to all users. |
|--------------------------|---|

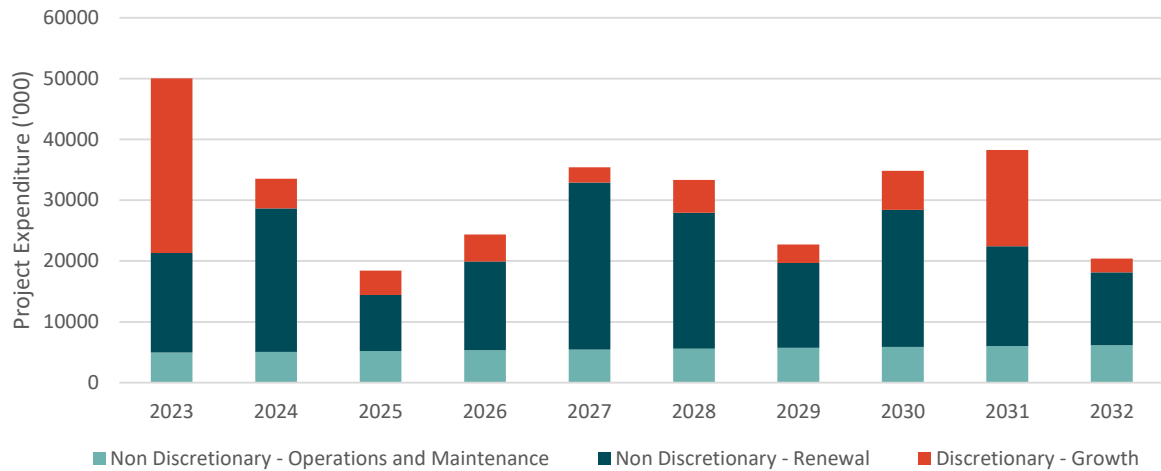
Key Challenges and Opportunities

| Ageing Buildings | Changing use of buildings and future needs | Building Technology |
|--|--|--|
| <ul style="list-style-type: none"> Ageing buildings will require continued investment in maintenance and renewal to ensure they are maintained in a safe condition. Older buildings could be rationalised or co-located with other buildings to provide modern multi-purpose facilities whilst reducing ongoing maintenance costs. Multi use buildings will be required as buildings are expected to support a range of different services. | <ul style="list-style-type: none"> Demand for upgrade to existing buildings and facilities to meet the needs of a growing and changing demographic. Requires increase of availability of building functional spaces and the enhancement of buildings to meet diverse community needs. Universally accessible facilities are required to ensure inclusivity and equitable access. | <ul style="list-style-type: none"> Passive solar design and energy efficient building services and operational systems could provide opportunities to improve operational efficiencies and reduce ongoing building lifecycle costs whilst reducing carbon emissions and energy usage of Council facilities. Use of smart technology for buildings and facilities management and other innovative service delivery approaches is increasing which may change the way Council delivers services through its buildings and facilities |

Asset Performance Assessment

| Current Performance | Fit for the Future? |
|--|--|
| The current portfolio of buildings are in good condition. Long term building maintenance and renewal programs enable Council to renew and replace building elements when they fall due for renewal. A number of Darebin’s buildings will require upgrade or extensions to meet current day standards and requirements such as provision for required spaces for kindergartens and female friendly change rooms and facilities at sporting pavilions and change rooms in accordance with the Outdoor Sports Infrastructure Framework. | Council has significant capital programs in place to address functional and capacity issues of key buildings such as sporting pavilions and children’s service buildings. Significant upgrades are underway and planned for both the Northcote and Reservoir Aquatic, Leisure and Recreation Centres as well as the redevelopment of the Preston Civic Precinct (Catalyst Project) to create a new community hub, library and public amenities. Continued building upgrade and expansion (and construction of new or co-located buildings) is required over the next 10 years to ensure that our buildings continue to support the delivery of a vast array of services. |

Financial Projections



Costs

| | 2023 (\$'000) | 2024 (\$'000) | 2025 (\$'000) | 2026 (\$'000) | 2027 (\$'000) | 2028 (\$'000) | 2029 (\$'000) | 2030 (\$'000) | 2031 (\$'000) | 2032 (\$'000) | |
|------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|
| Renewal | 16,393 | 23,583 | 9,213 | 14,590 | 27,438 | 22,328 | 13,938 | 22,551 | 16,383 | 11,970 | 178,387 |
| Growth | 28,713 | 4,887 | 4,027 | 4,467 | 2,522 | 5,396 | 3,056 | 6,412 | 15,843 | 2,272 | 77,595 |
| Operations/Maintenance | 4,947 | 5,070 | 5,197 | 5,327 | 5,460 | 5,597 | 5,737 | 5,880 | 6,027 | 6,178 | 55,421 |
| Total | 50,053 | 33,540 | 18,437 | 24,384 | 35,420 | 33,321 | 22,731 | 34,843 | 38,253 | 20,420 | 311,403 |

Key Projects and Programs



Northcote Aquatic and Recreation Centre Redevelopment

Multiyear redevelopment of the existing Northcote Aquatic and Recreation Centre to construct a brand-new facility.



Annual Building Renewal Program

An ongoing, major asset renewal program which address partial renewal of buildings with works informed by regular building condition audits. Key renewal works are planned for KP Hardiman Pavilion, John Hall Pavilion and Bill Lawry Oval Pavilion among other buildings.



3-Year-Old Kindergarten Building Improvements and Development

Based on projections from the Early Years Infrastructure Plan, additional kinder rooms and space will be required in Darebin to meet the needs of 3-year-old kindergarten into the future. This program is for the design and construction of future facilities and facility upgrades to meet these needs.

7.2 Transport Infrastructure



| | |
|--------------------------|---|
| Service | Provision of transport services to the community including vehicular, cycling and other relevant modes. Provision of off-street carpark facilities at key locations. |
| Service Objective | To provide the community, road users and pedestrians with a safe, functional and fit for purpose road and pathway network. To provide safe and suitable off-street carparking facilities. |

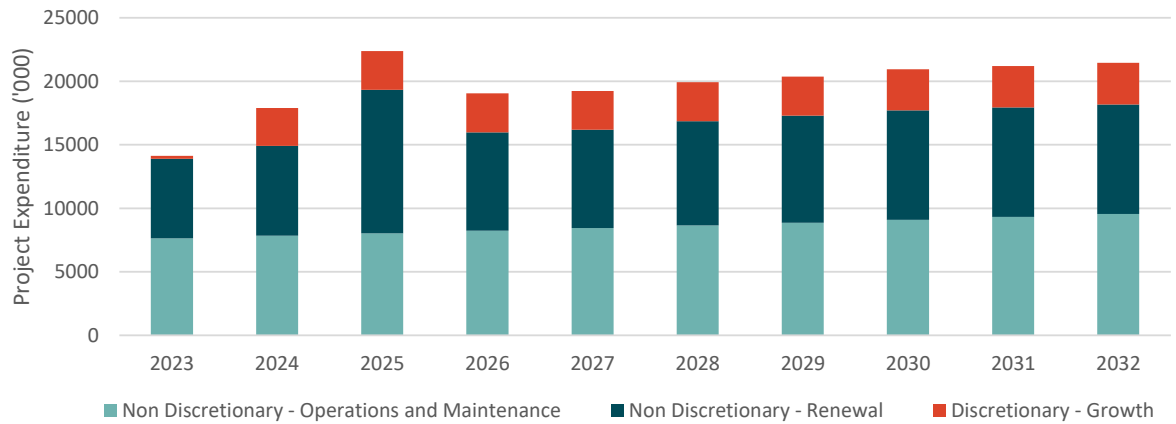
Key Challenges and Choices

| Sustainable Transport | City Redevelopment | Transport Safety |
|---|--|---|
| <ul style="list-style-type: none"> The urban constraints of Darebin City require a progressive move to alternative forms of transport to accommodate population growth. Some improvements are required to pathways and road networks to accommodate electric vehicles and bikes and driverless vehicles. Use and reuse of sustainable materials for road, pathway and bridge construction. | <ul style="list-style-type: none"> Managing consistent demand for on street parking whilst addressing parking issues in and around key activities centres and High Street. Continued challenge of managing urban development works which can damage Council roads, paths and kerb during construction. | <ul style="list-style-type: none"> Continued population growth in Darebin and increasing dwelling density leading to increase users on local roads and pathways. Older traffic management devices such as medians and crossings not functioning effectively will require upgrade to current standards. Further road and pathway safety improvements such as crossings, safety barriers and signage are required at intersections between pathways and roads to bring these intersections up to standard to keep users safe. Universal access requirements will necessitate improvements to the pathways to accommodate impaired mobility needs. |

Asset Performance Assessment

| Current Performance | Fit for the Future? |
|---|---|
| <p>The current network of local roads, and pathways are in good condition overall. Significant investment continues to be allocated to road, pathways and bridge renewal and rehabilitation programs to ensure these assets are maintained.</p> <p>Darebin is currently investing in a City Cycling Program to improve and expand its pathway network to provide improved alternative modes of transport options for the community.</p> <p>Provision of car parking continues to be challenging as demand increases in and around activity area, business district, shopping and foreshore areas.</p> | <p>The local road and pathway networks bridges and car parks are considered fit for the future.</p> <p>The continued funding of long-term road, pathway and bridge renewal and maintenance is essential to maintain these assets in a safe condition and continue to provide current levels of service provided to the community.</p> <p>The ongoing implementation of the Darebin City Transport Strategy 2007 -2027 will focus on the increase use and safety for the City's walking cycling and public transport. This requires continued investment in the key capital works programs to upgrade and expand the pathway network, install safety improvements throughout the network and encourage usage of these assets to manage or reduce vehicle usage of local roads and car parks.</p> |

Financial Projections



Costs

| | 2023 (\$'000) | 2024 (\$'000) | 2025 (\$'000) | 2026 (\$'000) | 2027 (\$'000) | 2028 (\$'000) | 2029 (\$'000) | 2030 (\$'000) | 2031 (\$'000) | 2032 (\$'000) | |
|------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|
| Renewal | 6,260 | 7,078 | 11,289 | 7,753 | 7,738 | 8,213 | 8,424 | 8,636 | 8,636 | 8,636 | 82,663 |
| Growth | 225 | 2,980 | 3,070 | 3,070 | 3,070 | 3,070 | 3,070 | 3,235 | 3,261 | 3,275 | 28,326 |
| Operations/Maintenance | 7,720 | 7,913 | 8,111 | 8,313 | 8,521 | 8,734 | 8,953 | 9,177 | 9,406 | 9,641 | 86,489 |
| Total | 14,205 | 17,971 | 22,470 | 19,136 | 19,329 | 20,017 | 20,447 | 21,048 | 21,303 | 21,552 | 197,478 |

Key Projects and Programs



Cycling Asset Program

This program enhances opportunities for bike riding as a safe and enjoyable mode of transport by improving safety, building on the existing network, as well as transforming areas to make it safer for cycling. Projects include construction of pathway linkages, installation of bike hoops, signage and line marking for cycle lanes.

These projects include installation of new bike maintenance stands at Reservoir Leisure Centre, Bundoora Park Farm and Café, and the pocket park at Corner of Oakover Rd and High St, Preston, Bracken Ave priority crossings to be installed, improving safety for people walking and riding bikes along the Great Western Shimmy (partly off-road) and pinch points with space for bikes installed on Broadhurst St to reduce car speeds and create separation for people on bikes.



Footpath Renewal Program

This program addresses footpath asset renewal/ replacement and universal access installation on the pathway network. This program is informed via regular inspection of the footpath network. The program which will result in approximately 15,000 – 20,000m2 of footpath renewal based on the allocated budget. Projects include Gillies St Fairfield, Dunne St Kingsbury and Glasgow Ave Reservoir.



Road Rehabilitation Program

The two programs work in conjunction to improve our local road network condition. The road rehabilitation program renews existing sealed roads including older roads in poor condition or which do not meet current design standards. Projects include Farnan Street Northcote, Raleigh Street Thornbury (from Victoria to Rathmines).

Road Resurfacing Program

The road resurfacing program renews road reseals/ surfaces in poor condition to bring them up to a suitable standard and protect the underlying road base.

7.3 Stormwater Drainage



| | |
|--------------------------|--|
| Service | Provision of flood mitigation and drainage to the community including stormwater treatment and pollutant removal from stormwater run-off |
| Service Objective | To protect the community from flooding and improve the quality of stormwater runoff discharged to natural water courses |

| Key Challenges and Choices | | |
|--|--|--|
| Ageing Assets | City Redevelopment | Climate Change |
| <ul style="list-style-type: none"> Older stormwater assets do not meet stormwater run-off capacity requirements and therefore may be causing localised flooding. Older stormwater assets require relining or renewal to ensure they continue to provide effective conveyance of stormwater run-off and flood protection. | <ul style="list-style-type: none"> Further high and medium density developments in Darebin will require change to existing drainage system function and capacity. Further growth and development areas may be conditioned with additional stormwater treatment devices which will increase ongoing maintenance and renewal costs to maintain these new assets. | <ul style="list-style-type: none"> More frequent and intense storm events will pose an increased risk of flooding and reduce the reliability of capacity of the stormwater system. Increase pressure and demand to treat stormwater prior to it entering the Darebin and Merri Creeks. This may result in further water harvesting and water sensitive urban design assets being needed. |

| Asset Performance Assessment | |
|------------------------------|---------------------|
| Current Performance | Fit for the Future? |

Darebin City’s stormwater pipes and pits are ageing.

- 332km of stormwater pipes and pits are now 40–70 years old.
- 93 kms of stormwater pipes and pits are 70 ->120 years old.

These older stormwater pipes and pits were built to standards of the day and will require renewal or upgrade to meet current stormwater run-off capacity requirements and to ensure that they remain in good condition.

A greater understanding of the current stormwater pipe network condition is needed via the expansion of the current stormwater condition assessment program. This will assist to proactively identify which assets require renewal or maintenance.

Under capacity Melbourne Water stormwater drains are causing upstream flooding into Council drainage network during periods of heavy rain. Further work is required between Council and Melbourne Water to address these issues.

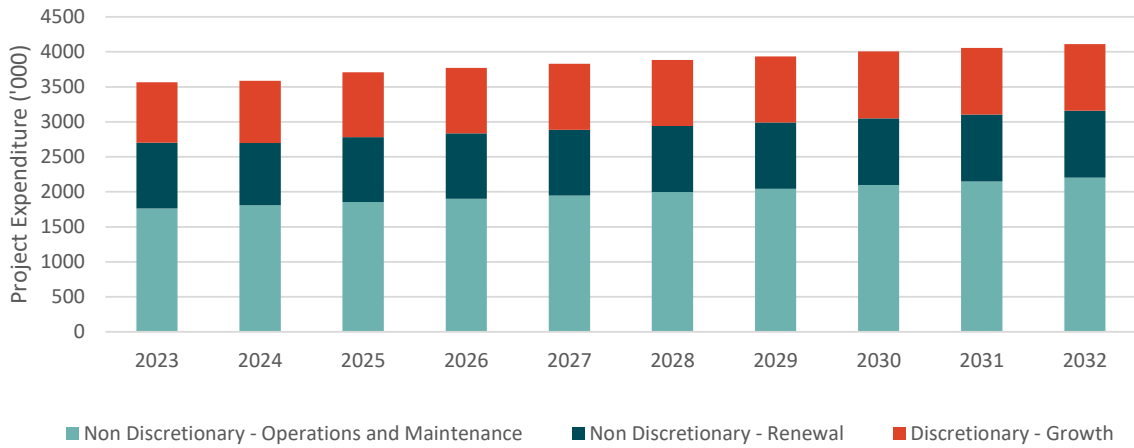
A lack of information about the current condition and performance of the stormwater network is hindering the proactive asset renewal and upgrade. Council is progressively moving toward a more proactive, evidence-based approach to the management of its stormwater assets.

The ability of the stormwater network to withstand climate change impacts is yet to be determined and further asset condition and performance assessment will need to be undertaken.

Darebin City Council has however invested in stormwater upgrade projects to reduce the number of flood prone properties via local stormwater system upgrade projects.

In recent years the city has expanded the installation of water sensitive asset such as rain gardens and stormwater treatment assets. These stormwater water treatment assets will require continued and increased funding to address both increased renewal and upgrade demand of either harvesting or treatment of stormwater before it enters the pipe network and local creeks.

Financial Projections



Costs

| | 2023 (\$'000) | 2024 (\$'000) | 2025 (\$'000) | 2026 (\$'000) | 2027 (\$'000) | 2028 (\$'000) | 2029 (\$'000) | 2030 (\$'000) | 2031 (\$'000) | 2032 (\$'000) | |
|------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Renewal | 940 | 889 | 928 | 937 | 941 | 945 | 945 | 955 | 955 | 955 | 9,390 |
| Growth | 860 | 888 | 928 | 936 | 940 | 944 | 944 | 954 | 954 | 954 | 9,302 |
| Operations/Maintenance | 1,764 | 1,808 | 1,853 | 1,899 | 1,947 | 1,995 | 2,045 | 2,096 | 2,149 | 2,203 | 19,759 |
| Total | 3,564 | 3,585 | 3,709 | 3,772 | 3,828 | 3,884 | 3,934 | 4,005 | 4,058 | 4,112 | 38,451 |

Key Projects and Programs



Drainage System Renewal and Upgrade Program

This program includes a range of works to improve and upgrade existing stormwater issues. These works are identified as localised flooding issues or problem areas or from inspections which result in minor upgrade works. Works also include installation of water sensitive assets to treat stormwater run-off such as rain gardens. Projects include Dole Wetland, Ruthven Wetland and Massey Ave Reservoir.



Stormwater Pipe Relining Program

This program enables the relining of existing old stormwater pipes and provides a cost-effective solution to restore damaged or older pipes without the need to dig. This is a reactive annual program, yearly priorities are determined based on several variables such as condition reports and community needs.



Stormwater Drainage Maintenance Program

Our maintenance program for our stormwater drainage assets includes:

- Stormwater pit clearing
- Pipe silt and debris removal
- Rubbish removal
- Vegetation maintenance
- Minor repairs
- Inspections

7.4 Open Space and Natural Assets



| | |
|--------------------------|---|
| Service | Provision of open space assets to support active and passive recreation activities. |
| Service Objective | To enhance the city’s public open space areas to enhance quality of life and promote social connectedness |

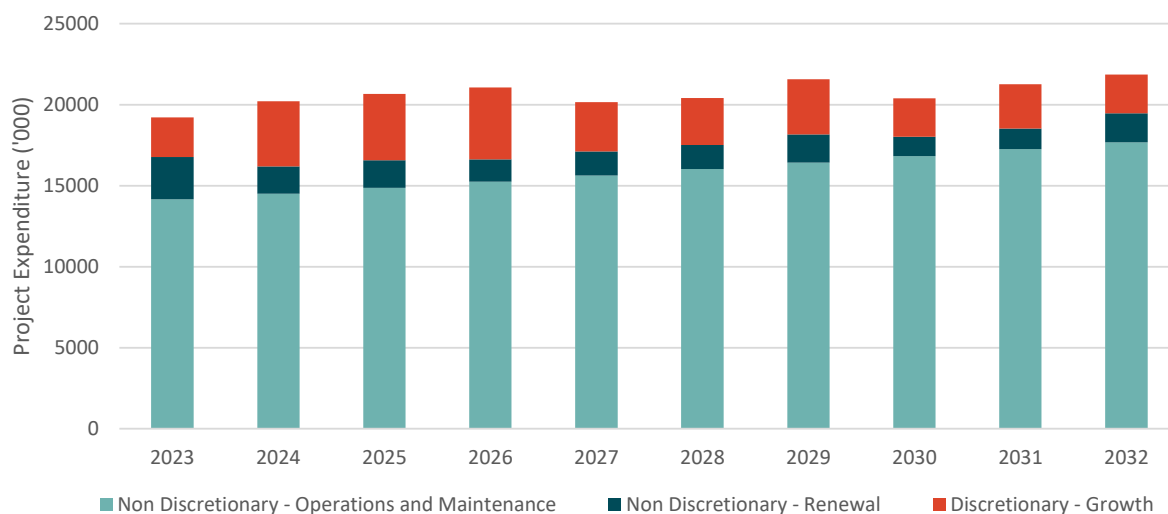
Key Challenges and Choices

| Open Space Demand | Changing Demographics and Use | Quality of open space, Climate Change and Sustainability |
|---|---|---|
| <ul style="list-style-type: none"> Quantity of open space. Darebin does not have enough open space to meet our community’s need and this deficiency is projected to grow as our population increases Higher density living and increased use of open space areas will require both additional provision of open space and enhanced functionality of existing open space areas. This may result in the creation of more assets which will require more asset maintenance and renewal funding in order to maintain higher level of service areas. | <ul style="list-style-type: none"> Sporting trends may change demand over time requiring the reconfiguration of open space and sporting assets. Traditional recreational opportunities such as football grounds could move towards informal sports such as bike pump tracks, skate parks, futsal courts and exercise stations. Population increases will increase demand for specific outdoor recreation activities. | <ul style="list-style-type: none"> Quality of open space. There is lack of sufficient indigenous trees, shrubs and ground covers in our open spaces suitable to act as habitat for our biodiverse species. This is putting this vital part of our ecosystem under threat, as well as impacting how these spaces are experienced by humans. Resilience of our open space and assets. Climate change may require assessment and upgrade to open space assets and natural areas to enable them to become more resilient to climate change impacts. |

Asset Performance Assessment

| Current Performance | Fit for the Future? |
|---|--|
| <p>The key challenges for Darebin relate to the quantity, quality and resilience of its open space and natural assets now and into the future. Further urban densification and development will continue to place demand on these spaces as more people seek to use open space areas.</p> <p>Darebin’s open space assets are performing well and are maintained in good condition. Several ongoing park asset renewal and upgrade programs have ensured timely replacement, upgrade and maintenance of parks and reserves assets as well as street trees and natural bushland areas.</p> <p>A number of climate emergency adaptation measures have been implemented such as the conversion to warm season sports field grasses to reduce irrigation reliance. Further use of sustainable materials for open space assets such as recycled materials for park furniture and use of granitic sand and gravels in place of concrete are being implemented.</p> | <p>Open space, parks and natural reserves are highly valued assets and areas within Darebin. Darebin is a fully urbanised city; therefore, the expansion of open space will require the resumption of existing developed land and this is to be combined with the enhancement and upgrade of existing open space areas to improve facilities and accommodate increased user needs. Upgrade of park assets such as skate parks, outdoor gyms, half-court basketball or futsal courts for informal sport activity, park furniture, pathways, shelters, seats, boardwalks, accessibility, and amenity will be required. A significant expansion of the open space upgrade program is planned to meet these needs and invest in Darebin’s open space, parks and natural reserve areas over the next 10 years in accordance with the Breathing Space: Open Space Strategy and the Outdoor Sports Infrastructure Framework.</p> <p>Continued investment in climate change adaption measures for open space assets is required to ensure they continue to remain resilient to climate impacts such as heat and weather events and more sustainable asset materials are utilised going forward. The Open Space Improvement Program including the “Rewilding” Program also aims to improve the amount of natural bushland coverage throughout Darebin City.</p> |

Financial Projections



Costs

| | 2023 (\$'000) | 2024 (\$'000) | 2025 (\$'000) | 2026 (\$'000) | 2027 (\$'000) | 2028 (\$'000) | 2029 (\$'000) | 2030 (\$'000) | 2031 (\$'000) | 2032 (\$'000) | |
|------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|
| Renewal | 2,612 | 1,682 | 1,689 | 1,375 | 1,491 | 1,498 | 1,752 | 1,193 | 1,281 | 1,780 | 16,353 |
| Growth | 2,447 | 4,017 | 4,107 | 4,446 | 3,034 | 2,892 | 3,405 | 2,377 | 2,738 | 2,390 | 31,851 |
| Operations/Maintenance | 14,156 | 14,510 | 14,873 | 15,245 | 15,626 | 16,017 | 16,417 | 16,828 | 17,248 | 17,679 | 158,600 |
| Total | 19,215 | 20,209 | 20,669 | 21,066 | 20,151 | 20,407 | 21,574 | 20,398 | 21,267 | 21,849 | 206,804 |

Key Projects and Programs



Open Space Improvements Program

This program includes

- Rewilding Program
- Street Tree Planting Program
- Play Space renewal programs
- Park improvements program
- Urban forest strategy implementation
- Non-sports related lighting projects
- District and Regional Park improvements program



Park Asset Renewal Program

This program enables the replacement of parks assets such as fencing, seating, drinking fountains, benches, picnic tables, bike hoops and other park furniture assets as required. Projects include All Nations Park, Zwar Reserve and Edwardes Lake Park.



Oval and Sportsground Renewal and Upgrade Program

This program addresses the need to renew and upgrade the City's sports fields and grounds over the next 10 years. It includes reshaping ovals where required to provide consistent surface levels that will assist in surface drainage and surface run-off.



Open Space and Natural Asset Maintenance Program

Our maintenance program for our stormwater drainage assets includes:

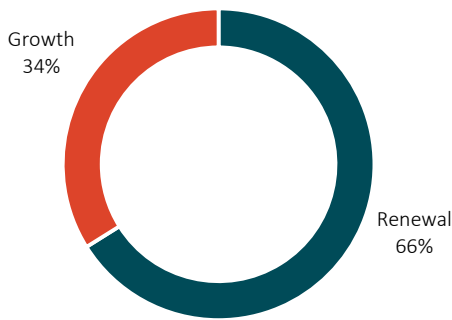
- Mowing
- Garden bed mulching and maintenance
- Vegetation and street tree maintenance
- Minor repairs

8 Funding the Asset Plan

8.1 Financial Plan Integration

The forecasts included in this Asset Plan for the projected asset costs are consistent with our Financial Plan and cover the planned asset activities in the next ten (10) years. All funding requirements identified for each asset class have been allocated in the Financial Plan.

The figure below summarises the expenditure categories of our currently foreshadowed infrastructure capital program projects totalling in the order of \$433.9 million over the next ten (10) years. It indicates that 66% of the investments relate to non-discretionary asset renewal. This allocation aligns with our principle of prioritising asset renewal when making capital investment decisions, thereby ensuring our existing assets are properly managed to provide acceptable levels of service. The balance 34% is allocated to upgrading or constructing new assets to cater to the population growth and changing needs of our community.



Whether Council’s renewal funding is sufficient depends on many variables including how long individual assets last. Through ongoing investigation and monitoring including periodic condition surveys, Council is gaining a better understanding of how much it needs for renewal.

This will require future monitoring and further analysis as new asset information becomes available such as new asset condition data. Funding requirements may potentially change and require adjustment to both this Asset Plan and the Long-Term Financial Plan.



8.2 Total Expenditure

This section outlines the projected expenditure requirements for our infrastructure over the next 10 years. These funding requirements have been determined based on the affordability assessments made in our Financial Plan and represent the investment that is required to maintain our existing levels of service.

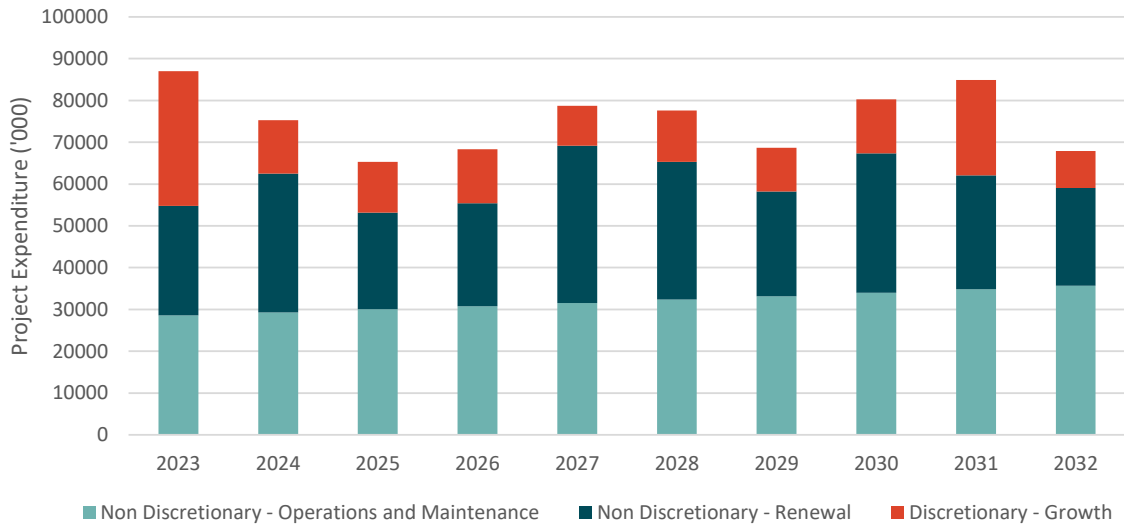


Figure 10 - Forecast Total Asset Expenditure

The following table summarises projected expenditure by asset class over the next 10 years

| Asset Class | Renewal (\$'000) | Growth (\$'000) | Operations and Maintenance (\$'000) | Total (\$'000) |
|--------------------------|------------------|-----------------|-------------------------------------|----------------|
| Buildings | 178,387 | 77,595 | 55,421 | 311,403 |
| Transport Infrastructure | 82,663 | 28,326 | 86,489 | 197,478 |
| Stormwater Drainage | 9,390 | 9,302 | 19,759 | 38,451 |
| Open Space | 16,353 | 31,851 | 158,600 | 206,804 |
| Total | 286,793 | 147,074 | 320,268 | 754,135 |

Table 5 - Forecast Expenditure by Asset Class

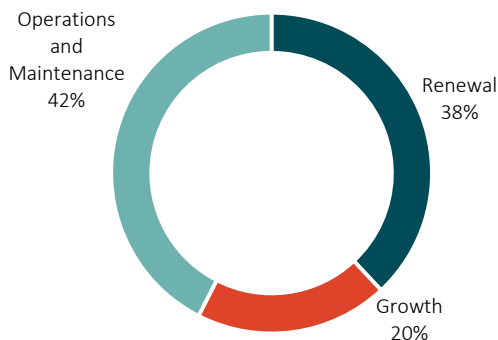


Figure 11 - Forecast Total Asset Expenditure over 10 years by Expenditure Category

A total investment in the order of **\$754** million over the next ten (10) years is proposed so that our infrastructure assets remain fit-for-purpose, are safe and support the delivery of services to our diverse and growing community.

This represents a significant investment that is made on behalf of our community and is fundamental in enabling us to meet ever changing demands and to safeguard future use of our infrastructure.

8.3 Financial and Performance Indicators

The following performance measures demonstrate we are investing in our assets in a financially sustainable manner and to ensure that levels of services to the community are maintained.





| | Measure | Target | 10 Year Average (2023 - 2032) |
|---|---|-------------|-------------------------------|
|  | Asset renewal funding ratio (proposed renewal budget over 10 years/forecast renewal budget over 10 years) | 90% to 110% | 109% |
|  | Asset Renewal and Upgrade Expenditure as a percentage of depreciation | >100% | 144.7% |
|  | Asset Sustainability Ratio (renewal funding/depreciation) | 90% to 110% | 116.3% |
|  | Infrastructure per head of population | NA | \$4,404.53* |

Table 6 - Asset Management Financial Performance Indicators

*Average for similar Victorian Council's is \$6468.41



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TTY dial 133 677 or
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or iprelay.com.au, then enter
03 8470 8888



Speak Your Language

8470 8470

Asset Plan Community Engagement

Background

The community engagement for the development of the Asset Plan was undertaken during the period 22 March 2022 to 5 June 2022, in line with *Local Government Act 2020* requirements and Council's Community Engagement Policy.

The minimum standards of engagement set out in the Community Engagement Plan were as follows:

- Ensure engagement is designed to be easy, accessible and there's genuine opportunity to shape the Asset Plan
- Ensure engagement is designed with clear, specific language to reduce ambiguity and consistency during translations.
- Usage of graphics in communication to reduce language/literacy barriers.
- Information will be translated into the 5 most spoken languages in Darebin other than English
- Alternative methods of engagement for those who cannot use or do not have access to the internet – hardcopies upon request
- In-person information sessions. Ensure that translators are present at information sessions.

The community members were able to provide their input to the Asset Plan over two phases as indicated below:

Phase 1: Input to Development of Asset Plan

- A telephone survey conducted as part of the 2022 Darebin Community Survey
- Completion of on-line survey on Council's 'Your Say' web project page.
- Completion of hard copy surveys circulated to key stakeholder groups, community organisations and Aboriginal community organisations.
- Completion of hard copy surveys at information sessions at Northcote Senior Citizens Community Centre and East Reservoir Senior Citizens Community Centre, supported by translators.

Phase 2: Response to draft Asset Plan

- On-line response to draft Asset Plan displayed on Council's 'Your Say' web project page.
- Input at face-to-face engagement session to target the Vietnamese community group, to increase representation of this CALD group in the development of the Asset Plan.

Outcomes of all responses have been summarised in the Asset Plan. This report presents an analysis of the demographic profile of the community members who participated in the above engagement sessions and summarises other general comments that were received during the community engagement process.

Participation Analysis

The following table provides a summary of the participants for each engagement session and their demographic information:

| Engagement Activity | Number of Respondents or Participants | Demographic Information |
|--------------------------------------|---------------------------------------|---|
| Phase 1 - Telephone Community Survey | 700 | <ul style="list-style-type: none"> • 52.1% of respondents were females, 47.5% were males and 0.4% non-binary • Age profile of respondents: <ul style="list-style-type: none"> ○ 18 - 19 years – 0.7% ○ 20 – 34 years – 34.9% ○ 35 - 44 years – 18.9% ○ 45 - 59 years – 23.1% ○ 60 – 74 years – 12.9% ○ 75 years and over – 9.6% • 39% of respondents spoke a language other than English at home. Over 20 languages were spoken, with the main ones being: <ul style="list-style-type: none"> ○ Italian - 7.9% ○ Greek - 5.5% ○ Mandarin – 4% ○ Vietnamese – 3.2% ○ Arabic – 2.3% ○ Hindi – 1.9% ○ German – 1.7% ○ Macedonian – 1.3% ○ French – 1.2% • Only 5 respondents were Aboriginal or Torres Strait Islander and 12 preferred not to state. • 17.7% indicated that they had a disability and the rest did not have any disabilities. 12 respondents did not provide a response • 9.5% of respondents indicated that they were either gay, bi-sexual, queer or lesbian and 111 respondents did not state their sexuality. • The respondents were from the following suburbs: <ul style="list-style-type: none"> ○ Reservoir East – 17.5% ○ Northcote – 15.5% ○ Preston West – 14.6% ○ Reservoir West – 13.1% ○ Thornbury – 12.3% ○ Kingsbury/Bundoora – 11% ○ Preston East – 8.5% ○ Fairfield/Alphington – 7.4% • Majority of respondents (76.5%) had lived in Darebin for 10 years or more, 16.1% had lived in Darebin for 5 to 10 years and 7.4% for 1 to 5 years. • Almost three quarters of the respondents owned their home or had a mortgage, 22.6% were renting with 1 respondent renting from Office of Housing and 3% had other arrangements relating to their housing situation. |

| Engagement Activity | Number of Respondents or Participants | Demographic Information |
|---|---------------------------------------|---|
| Phase 1 - On-line and hardcopy survey responses from information sessions | 45 | <ul style="list-style-type: none"> • 70.4% of respondents were females, 27.3% were males and there was 1 non-binary respondent. • Age profile of respondents: <ul style="list-style-type: none"> ○ 25 – 34 years – 13.6% ○ 35 - 44 years – 27.3% ○ 45 - 54 years – 25% ○ 55 – 64 years – 20.5% ○ 65 – 74 years – 13.6% • 20.5% of respondents spoke a language other than English at home. They were: <ul style="list-style-type: none"> ○ Italian – 4.5% ○ German – 4.5% ○ French – 4.5% ○ Arabic – 2.3% ○ Macedonian – 2.3% ○ Serbian – 2.3% • None of the respondents identified themselves as Aboriginal or Torres Strait Islander and 1 preferred not to state. • 4.5% indicated that they had a disability, 90.9% did not have any disabilities and 4.5% preferred not to state. • 95.4% of respondents live in Darebin and 47.7% work in Darebin. • The respondents were from the following suburbs: <ul style="list-style-type: none"> ○ Reservoir – 36.4% ○ Northcote – 25% ○ Preston – 13.6% ○ Fairfield/Alphington – 11.4% ○ Thornbury – 6.8% ○ Kingsbury/Bundoora – 2.3% ○ Other – 4.5% (Heidelberg West, Flemington/Kensington) <p>Note: Personal information was not available for 1 survey response from a stakeholder group</p> |
| Phase 2 - On-line responses to draft Asset Plan | 6 | <ul style="list-style-type: none"> • There were 50% female and 50% male respondents. • Age profile of respondents: <ul style="list-style-type: none"> ○ 35 - 44 years – 16.7% ○ 45 - 54 years – 16.7% ○ 55 – 64 years – 50% ○ 65 – 74 years – 16.7% • 16.7% of respondents spoke a language other than English at home (ie: Sinhala) • None of them identified themselves as Aboriginal or Torres Strait Islander or having a disability. • The respondents were from the following suburbs: <ul style="list-style-type: none"> ○ Preston – 60% ○ Reservoir – 16.7% ○ Kingsbury/Bundoora – 6.7% ○ Not stated - 16.7% • 83.3% of respondents live in Darebin, 66.7% work in Darebin and 16.7% own a business in Darebin. |

| Engagement Activity | Number of Respondents or Participants | Demographic Information |
|--|---------------------------------------|--|
| | | Note: Personal information was not provided by 3 respondents and hence they were excluded from the above analysis. |
| Phase 2 - Face-to-face facilitated session with Vietnamese community group | 32 | <ul style="list-style-type: none"> • There were 84.3% female and 15.6% male respondents. • Age profile of respondents: <ul style="list-style-type: none"> ○ 45 - 54 years – 3.1% ○ 55 – 64 years – 28.1% ○ 65 – 74 years – 43.8% ○ 75 years and over – 21.9% ○ Not stated – 3.1% • 6.3% had a disability and 90.6% had no disability. 1 person did not provide a response. • 71.8% of respondents live in Darebin and 25% visit Darebin. 1 person did not provide an answer. |

Summary of General Comments

Phase 1 - Community Information Sessions at Northcote and East Reservoir

Attendees at the two Asset Plan information sessions were requested to provide comments relating to the information video on management of infrastructure assets at Darebin and the poster displays of Council’s infrastructure assets.

The following is a summary of the comments they placed against posters of different Council assets:

| Asset Type | Comments from Community Members |
|---|--|
| Open Space Active Assets | <ul style="list-style-type: none"> • Need more barbecue areas in parks • Need shade in playgrounds |
| Open Space Natural areas | <ul style="list-style-type: none"> • Happy with the roll out of the wetlands • Pet friendly spaces • Beautiful landscaping in gardens |
| Pathways | <ul style="list-style-type: none"> • More seating along shopping precincts • Supporting assets and schools, the plaza to make easier to access and more pleasant experience • The nuts damaging paths |
| Local Roads, Bridges and Carparks | <ul style="list-style-type: none"> • Uneven pavement concern and safe thoroughfare (elderly) across roads • More disabled parking in carparks • Traffic congestion – good roads • Encourage live local work local • Reduce transport congestion • Explore new technology i.e: footpath traffic lights like Melbourne • Parking technologies |
| Community buildings – Sports and Leisure | <ul style="list-style-type: none"> • Really improved; are the more liveable and more accessible |
| Community buildings – Learning and Culture | <ul style="list-style-type: none"> • Good quality libraries – use library regularly |
| Community Buildings – Family and community facilities | <ul style="list-style-type: none"> • Multi-purpose facilities. |

Phase 1 – On-line and Hardcopy Survey Responses

The following is a summary of the comments made in the on-line and hard copy survey responses:

Roads and Pathways

- Promote sustainable transport options by:
 - Giving more priority to pedestrian paths and bike paths and more public parks
 - Having less parking for cars and more facilities for parking bicycles, including undercover bicycle parking.
 - Improving east-west links across suburbs for cycling and pedestrians, with associated Open Space or reduce some east-west roads to local car traffic only.
- More priority for making footpaths more attractive and environmentally friendly by planting trees in main streets, to minimise heat sink that affects people's ability to walk in summer.
- City of Darebin is a large community of people with many families living in the area. Roads and footpaths must be safe to travel on for all ages and abilities.
- Review safety issues relating to small narrow residential roads that have cars parked on each side of the street.

Stormwater Drains

- Plans for drains and local flooding should be a priority as many streets have poor drainage and would not operate sufficiently during a rain storm.
- It is important that storm water drains are clear of dirt and debris as this currently causes flooding in many local streets.
- Darebin Creek and connected parklands are well maintained and should be protected further. Would like to see more parks and open space in Darebin

Buildings

- Prioritise improved ventilation/air quality in council-owned buildings/facilities as a critical measure in reducing covid transmission.
- Upgrade and restore some community facilities for use by community groups, instead of demolishing them.
- Improve Reservoir Aquatic Centre, including hygiene and cleanliness.

Open Space and Natural Assets

- The Darebin Creek trail is a fantastic asset, some small changes would make it more accessible to people with disabilities, more seating along the trail, some sanctuary spots where people can walk off trail, to view the water and be safe from bikes, more bush play areas with logs for children to play.
- Asset Plan needs to recognise the true value to the community, environment and climate abatement of the creeks, natural areas and open space within the Darebin City Council area. These assets could be further enhanced by sympathetic planting of local, indigenous vegetation in our streetscapes.
- Council must recognise that there are three connected life-threatening crises; climate emergency, biodiversity emergency and emerging diseases. We must act to imbed strategic actions to address these three crises across all of council. The most important assets are natural assets - creeks, natural space, open space, nature strips. We must stop the damage and destruction, then protect and enhance what we have.

- Streetscape improvements required in specific areas, including redesigning with reduced car parking, increased street furniture and a high level of street tree planting.
- Many sporting facilities are in dire need of replacement to playing surfaces, pavilion upgrades, new fencing etc. There needs to be plans in place to spend money at sporting facilities as sport plays an important part in the health and wellbeing of the community.
- Communicate status of the review of use of Northcote Golf Course and the need to make it more accessible to the broader Northcote residents and more appropriately designed to be of use by women and girls and diverse cultural groups.
- Some neglected tennis facilities that are not being well-maintained at Northcote and Thornbury.

Other Comments

- Focus on getting the basic services right and to a higher standard
- CCTV is important for general safety as there is often no police presence in the community shopping strips and local streets.
- All decisions should have the climate emergency at the basis of why something is chosen to be implemented or not
- Asset Plan must articulate climate emergency impacts that Council can protect against.
- Increase hard rubbish collection back to twice per year.

Phase 2 – On-line Responses to draft Asset Plan

The following issues and comments were raised in the responses to the draft Asset Plan:

- Not-for-Profit organisations and sporting groups, who are custodians of Council property, seeking Council's in-kind assistance, such as engineers' reports and grant application writing expertise, in applying for funding opportunities such as solar panels, shade sails, water efficient devices, etc.
- Waste management and effective reuse of recycle material has been missed in the section on 'Key Challenges and Opportunities'.
- Lack of Council drainage assets in an older established area that may require a drainage contributory scheme to be initiated.
- More land must be found to address the inadequate Open Space in suburbs identified in the report as areas with the greatest population growth, and preferably some urban forest to address the heat island effect around major activity centres. However, the amount of Open Space should not be increased at the expense of Northcote Golf Course, which should be retained and improved as 9-hole course.
- Improving quality of maintenance of sporting reserves and associated infrastructure and investing in synthetic fields.
- Lack of quality facilities catering for informal sport and recreation opportunities with skate parks, outdoor gyms, half-court basketball or futsal courts that can engage youth.
- Sporting pavilions require either minor or major work in most cases, to meet existing needs and emerging needs over next 5-10 years, as per Council's Outdoor Sporting Infrastructure Framework. The draft Asset Plan must link into the key insights and priorities of this Framework.
- The State average of \$6,000 compared to Darebin's \$4,000 for infrastructure per head of population, seems to indicate that Darebin is considerably under-spending on infrastructure.
- An indication of state and federal government commitments, grants and other funding components to be included in the Asset Plan.

Phase 2 – Vietnamese Community Group Session

The following comments were made on the draft Asset Plan, during the facilitated face-to-face session:

- Group was interested in the number of roads and playgrounds that council manages “this is good information for us to know”
- Group was generally in agreement with the key decision-making principles for asset investments identified during the Phase 1 community surveys.
- They indicated that renewable energy is expensive for individuals and that Council should prioritise renewable energy when building and designing new buildings.
- Other priorities identified were as follows:
 - Keeping pathways clear. There has been a lot of rain lately
 - Having a consistent space to meet
 - Preston market is very important to this community.
- The Vietnamese have a saying “when you eat the food you remember the grower” and that is how they think about respect for Aboriginal people.
- Agreed that Climate emergency is very important “not just for Australia but for the whole world”
- Some of the other key challenges and opportunities identified were as follows:
 - Parking and traffic
 - More homeless people. Crime might increase.
 - Good business for traders. Intelligent and skilled people could arrive.
 - Darebin is so diverse, and everyone has unique needs and Council should focus on this.
 - Always fix things to avoid accidents with ageing assets and Council should manage this and stay on top of it.

Overall, the group was fairly interested in the draft Asset Plan and appreciated the opportunity to provide feedback in their first language.

Conclusion

All survey responses and other comments provided by the community members during the engagement sessions were considered in the development of the Asset Plan.

The following amendments were also made on receipt of responses to the draft Asset Plan:

- A reference to Council aiming to assist community organisations operating from Council facilities, to seek external grant funding to enhance Council-owned infrastructure.
- More explicit reference to waste recycling and resource recovery, including listing Council’s Resource Recovery Centre in the list of Building assets.
- A reference to ensuring that relevant facilities cater for informal sporting activities and that Open Space assets are fit for the future, by aligning with Council’s Breathing Space: Open Space Strategy and Outdoor Sporting Infrastructure Framework.

Specific issues raised relating to a neighbourhood or individual assets were forwarded to the relevant departments to address as required.

8.4 PROPOSED LEASE TO 3KND FOR THE USE OF THE FORMER PRESTON POLICE STATION LAND AND BUILDING AT 59B ROSEBERRY AVENUE, PRESTON

Author: Manager Property & Asset Strategy

Reviewed By: General Manager, Governance and Engagement

EXECUTIVE SUMMARY

The purpose of this paper is to inform Council that 3KND and council officers are jointly formalising the construction of the proposed 20 year lease to 3KND for the use of the former Preston police station land and building at 59B Roseberry, Preston and to request that Council commence community consultation for the proposed 20 year lease.

| |
|-------------------------------|
| Officer Recommendation |
|-------------------------------|

That Council:

- (1) Note the former resolutions of Council on 23 September 2019 and 7 August 2017 regarding Council's intention to provide 3KND with a lease for the former Preston Police Station.
 - (2) Note the requirement for community consultation to establish a lease for Council property in accordance with Section 115 of the Local Government Act 2020.
 - (3) Endorse the proposal to proceed to community engagement for the proposed 20 year lease with 3KND for the use of the former Preston police station land and building at 59B Roseberry Street, Preston.
 - (4) Authorise the Chief Executive Officer (or delegate) to make any necessary changes to the lease, other than rent, term, further term and permitted use to ensure that it clearly documents the intent of the Parties as detailed in previous Council Resolutions.
 - (5) Note that a further report will be provided to Council for a decision following community consultation.
-

BACKGROUND / KEY INFORMATION

- 3KND is Melbourne's first Aboriginal owned and managed radio station, providing a service to the Aboriginal and wider community. In 2017, 3KND sought Council's support to identify a suitable site for relocation within Darebin. The former Preston Police Station 59B Roseberry Avenue Preston (total land size 1508m²) was identified as a suitable potential Council-owned site to accommodate the radio station, meeting primary site selection criteria in terms of size, proximity to public transport and proximity to other allied services.
- In 2017 Council endorsed a proposed leased area footprint of approximately 220m², which matched the floor space at 3KND's previous office space in Mary Street Preston and didn't restrict Council from other development opportunities on the site.
- In recognising 3KND's concerns that the proposed leased footprint of 228m² would not provide enough space to support its long-term growth, Council increased the proposed leased area to a total footprint of 444 m². The increased footprint affectively restricts Council's ability to further develop this site.

- Council's commitment and responsibilities to this project are articulated through a Memorandum of Understanding with 3KND. The Project Working Group continues to meet with 3KND representatives and is responsible to facilitate project deliverables under the MOU.
- Capital costs for the refurbishment, construction and fit out of the facility is being funded through a State Government grant.

Previous Council Resolution

At its meeting 23 September 2019, Council resolved:

That Council:

- (6) *Increase the proposed leased area for the 3KND relocation to 59B Roseberry Avenue Preston, to a total footprint of 444m².*
- (7) *Reaffirms the endorsement for 3KND to be located into the former Preston Police Station subject to external investment being secured.*
- (8) *Notes project progress including the submission of the project feasibility study by 3KND to the State Government Aboriginal Community Infrastructure Program.*
- (9) *Works with 3KND through a Memorandum of Understanding agreement to actively seek the funding required to undertake the works at the former Preston Police Station.*

At its meeting held on 7 August 2017, Council resolved:

That Council:(1) *Endorses relocation of 3KND into the former Preston Police Station subject to external investment being secured.*

(2) *Notes the temporary relocation of 3KND to the Darebin North East Community Hub.*

(3) *Notes Heads of Agreement document (Appendix A – Draft Lease Terms).*

At its meeting 24 September 2018, Council resolved:

That Council:

- (1) *Reaffirms the endorsement for 3KND to be located into the former Preston Police Station subject to external investment being secured.*
- (2) *Works with 3KND through a Memorandum of Understanding agreement to actively seek the funding required to undertake the works at the former Preston Police Station.*
- (3) *Through a Memorandum of Understanding agreement, ensures strategic alignment with the future Preston Civic Precinct development.*
- (4) *Receive a further report in March 2019 on the project progress and options for Council's ongoing investment.*

ALIGNMENT TO 2041 DAREBIN COMMUNITY VISION

Strategic Direction 1: Vibrant, Respectful and Connected

ALIGNMENT TO 2021-25 COUNCIL PLAN

Strategic Direction 1: Vibrant, Respectful and Connected

ALIGNMENT TO COUNCIL PLAN STRATEGIC OBJECTIVES

1.1 We will develop partnerships with organisations from across our city, to value and include Aboriginal and Torres Strait Islander peoples and people from multicultural and diverse backgrounds

This project increases the potential to develop partnership activities between the organisations and greater participation of Aboriginal and Torres Strait Islander Community together with non-Indigenous communities in programs and activities promoting cross cultural exchange and collaboration

DISCUSSION

3KND has entered into a Funding Agreement with The State Government of Victoria as represented by the Department of Jobs, Precincts and Regions to fund the improvements to the existing building and the construction of the new building structure, car park and landscaping.

A milestone in this funding agreement requires 3KND to provide “*supply of pre-construction documentation, along with executed lease with Darebin City Council*” by 10 August 2022.

The Heads of Agreement (**Appendix A**) set out the main terms and conditions for the lease between Council and 3KND for the lease of the existing Police station building and the land. The agreement to increase the size of the leased area from approximately 228m² to 444 m² now requires necessary adjustments being made to the lease to facilitate the increased footprint. These adjustments do not interfere with main terms of the lease, being rent, term, further term and use and ensure that the lease reflects the intent of the Parties as detailed in previous Council Resolutions.

Section 115(1) of the *Local Government Act 2020 (the Act)* grants power to Council to lease land up to 50 years. If it is proposed that the term of the lease is more than 10 years, section 115(4) of *the Act* requires undertake a community engagement process in accordance with the Council's community engagement policy in respect of the proposal before entering into the lease.

CONSIDERATION OF LOCAL GOVERNMENT ACT (2020) PRINCIPLES

Financial Management

3KND has received State Government funding to complete this development.

Council has committed to fund:

- 3KND's legal expenses for the negotiation and execution of the lease plus disbursements where they exceed \$1,500.
- The cost of Building Replacement and Public Liability insurance over the premises
- All building maintenance activities including essential services measures.

Community Engagement

Council officers have developed a community engagement plan and are liaising with the Communications, Engagement and Customer Experience unit to determine the appropriate level of engagement to inform affected members of the community of Council's commitment to this project.

Overarching Governance Principles and Supporting Principles

- (b) priority is to be given to achieving the best outcomes for the municipal community, including future generations;

Public Transparency Principles

- (a) Council decision making processes must be transparent except when the Council is dealing with information that is confidential by virtue of this Act or any other Act;

Strategic Planning Principles

- (b) strategic planning must address the Community Vision;

Service Performance Principles

- (a) services should be provided in an equitable manner and be responsive to the diverse needs of the municipal community;

COUNCIL POLICY CONSIDERATIONS**Environmental Sustainability Considerations (including Climate Emergency)**

Council is working with 3KND and its architect to ensure that the development is in line with the key objectives in Council's Environmentally Sustainable Development Policy.

Equity, Inclusion, Wellbeing and Human Rights Considerations:

This initiative supports health and wellbeing outcomes for the Aboriginal and Torres Strait Islander community advancing economic, social and cultural opportunities both for First Nations and for the Darebin community at large.

There are significant cultural, social and economic benefits for the local community and Council in retaining Victoria's largest Aboriginal controlled radio station within our municipality on this site, including potential program linkages with the Intercultural Centre, Darebin Libraries and other Council services.

Economic Development and Cultural Considerations

Darebin has attracted significant investment of Aboriginal controlled agencies within the municipality. Support for relocation of 3KND onto this site would enhance local employment and business opportunities with potential to lever co-investment for future development of the precinct.

Operational Impacts

In accordance with the current terms of the lease, Council's facilities team will be undertaking the repairs and maintenance of 3KND's building.

Legal and Risk Implications

State Government funding received by 3KND for the construction works will mitigate the financial risk and strengthen confidence in the delivery of a successful outcome for 3KND.

Council has engaged Maddocks Lawyers to draft the Lease to reflect the terms of the agreement between the parties and to ensure that it accords with Council and Statutory requirements.

IMPLEMENTATION ACTIONS

Upon endorsement of the officer's recommendations in this report, Council will:

1. Commence the 28 day statutory process of community engagement in line with Council's Community Engagement Policy. The results of this engagement will be reported to Council in August 2022.
2. Liaise with 3KND to finalise the lease terms and conditions.

RELATED DOCUMENTS

- Local Government Act 1989
- Local Government Act 2020
- Darebin Community Engagement Policy
- Heads of Agreement – Council and 3KND

Attachments

- Heads of Agreement (**Appendix A**) [↓](#)

DISCLOSURE OF INTEREST

Section 130 of the *Local Government Act 2020* requires members of Council staff and persons engaged under contract to provide advice to Council to disclose any conflicts of 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.

Draft lease particulars for 3KND use of former Preston Police Station building at 59B Roseberry Street, Preston

(n.b. actual lease would be subject to approval via resolution of Council)

| | |
|---------------------------|---|
| Lessee | 3KND |
| Lessor | Darebin City Council |
| Land | Part of 59B Roseberry Avenue, Preston being approximately 690m ² |
| Type of Facility | Digital radio station, commercial offices and community meeting space |
| Premises | As shown on plan. |
| Access to Premises | The lessee will have access to the premises 24 hours a day, 7 days a week during the term of the lease and any holding-over period. |
| Permitted use | Radio station Commercial offices Community meeting space |
| Lease Area | Refer to attached map Approx. 690m ² land area Approx. 220m ² building area |
| Lease term | 20 years |
| Options | 2 x 10 year options (to make a total of 40 years) |

Options would be exercisable at the discretion of the tenant and Council would be obliged to accept the extension of the lease at each of the option periods, provided that the tenant was not in breach of the lease. The tenant would need to advise Council of the decision to exercise the option no sooner than 6 months and no later than 3 months prior to the completion of each term.

The proposed term structure provides 3KND and Council with long term certainty of tenure, whilst enabling 3KND flexibility in continuing their tenure.

3KND would have first right of refusal for a new lease of the building, should Council continue to offer the building for lease.

| | |
|--------------------|--|
| Rent | <p>\$1 per annum for first 20 year term 25% market value rent for first option 50% market value rent for second option</p> <p>The proposed rental structure recognises the capital contribution being brought to the facility as well as the community benefit provided by the service. The progressive scaling of the rental amount allows time for the tenant to develop their business model and income streams.</p> <p>It is estimated that the current-day market value rental for the site would be in the order of \$200/m² per annum and would generate a market rental of \$54,000 per annum.</p> <p>The rental amount forgone by Council in entering into the above rental arrangement would be \$1,080,000 in the first 20 year period, \$405,000 in the first 10 year option period and \$270,000 in the second 10 year option period (in current day dollars).</p> <p>Rent could be payable annually, quarterly or monthly at the request of the tenant.</p> |
| Rent Review | <p>Should the lessee decide to exercise the first option, the current market rent value of the site will be assessed at that time by the City Valuer (or equivalent valuer who holds the qualifications or experience specified under section 13DA(2) of the Valuation of Land Act 1960.</p> <p>During the period of the first option, rent will be increased/decreased in line with CPI for the Melbourne area on each anniversary of the commencement date of the term.</p> <p>Should the lessee decide to exercise the second option the current market rent value of the site will be assessed at that time by the City Valuer (or equivalent valuer who holds the qualifications or experience specified under section 13DA(2) of the Valuation of Land Act 1960.</p> <p>During the period of the second option, rent will be increased/decreased in line with CPI for the Melbourne area on each anniversary of the commencement date of the term.</p> |
| GST | <p>Unless otherwise stated, all amounts quoted in this document are exclusive of GST.</p> |

Special conditions

| | |
|-------------------|---|
| Ownership | <p>The land and building would remain the property of the Darebin City Council.</p> <p>The improvement works to the building would become the property of the Darebin City Council upon completion of the improvement works.</p> <p>3KND would retain ownership of all chattels (moveable possessions), including such items as radio equipment, computers, furniture, window coverings & kitchen equipment.</p> |
| Improvement works | <p>3KND would be responsible for providing/securing funding for the improvement works to convert the clean shell of the former Preston Police Station into a community radio station.</p> <p>Darebin City Council may financially contribute to the improvement works to the extent that would enable additional structural strength for possible additional future building works to accommodate shared use of the site with other community groups or Council services.</p> <p>Building works would be project managed by the Darebin City Council.</p> <p>Darebin City Council would fund the project management of the building works (estimated at 8% of the total cost of works).</p> |
| Maintenance | <p>Darebin City Council would be responsible for all building maintenance including essential safety measures.</p> <p>3KND would be responsible for arranging for and funding any repairs to the chattels (radio equipment, computers & furniture).</p> <p>Darebin City Council may seek recompense from the tenant for provision of maintenance that is determined to be necessary as a direct result of wilful or negligent activity on behalf of the tenant.</p> |
| Capital renewal | <p>Darebin City Council would be responsible for the programming, funding and construction of any capital renewal works to the building (following completion of the improvement works). This would include carpeting, interior painting and fixtures (e.g. door handles).</p> <p>3KND would be responsible for arranging for and funding any replacement of chattels (radio equipment, computers & furniture).</p> |

| | |
|---------------------|--|
| Insurance | <p>Darebin City Council would be responsible for providing physical and public liability insurances for the land and building.</p> <p>3KND would be responsible for providing insurances for building contents.</p> <p>3KND will comply with any reasonable action suggested by Council's insurers to reduce the land and/or building's physical or public liability with respect to insurance.</p> |
| Shared use | <p>Darebin City Council may, at any point during the term of the lease, decide to construct additional building/s at the property address for the purposes of providing Council or community services.</p> <p>3KND would retain exclusive use of the lease area noted in the attached map.</p> <p>Darebin City Council would seek to negotiate with 3KND to obtain access to land or vary the lease area if additional land were to be required as part of any shared use of the site. 3KND is not required to accept any negotiated offer from Council in this regard during the term of the lease.</p> |
| Approvals | <p>The granting of the lease is subject to S190 of the Local Government Act 1989.</p> <p>Any proposed works at the site would be subject to planning and building approvals which may not be granted and/or the obtaining of which may delay the commencement of works.</p> |
| Legal & Other Costs | <p>The lessee agrees to pay all legal costs for the negotiation and execution of the lease and reasonable disbursements to an amount not exceeding \$1,500.</p> <p>Costs for any further requests for variation/renewal/non-compliance to be borne by the initiating party.</p> |
| Lease Documentation | <p>The lease document will be prepared along the lines of Council's standard lease format.</p> |

8.5 PROPOSED LEASE OF PART OF BUNDOORA PARK FOR THE CONSTRUCTION, OPERATION, AND MAINTENANCE OF A TELECOMMUNICATIONS MONOPOLE

Author: Leasing and Licensing Officer

Reviewed By: General Manager, Governance and Engagement

EXECUTIVE SUMMARY

The purpose of this paper is to provide information on a proposal received from Amplitel Pty Ltd for a new 20-year lease to construct, operate and maintain a telecommunications monopole and battery extension cabinet at Snake Gully Drive, Bundoora Park, as well as to request Council commence community consultation for the proposal.

| |
|-------------------------------|
| Officer Recommendation |
|-------------------------------|

That Council:

- (1) Note the proposal received from Amplitel Ltd to lease part of Bundoora Park for the purposes on constructing, operating and maintaining a telecommunications monopole.
 - (2) Endorse the proposal to proceed to community engagement.
 - (3) Note that a further report will be provided to Council for decision following community consultation.
-

BACKGROUND / KEY INFORMATION

Snake Gully Drive, Bundoora Parks is situated on Crown Allotment 15H Parish of Keelbundora (15H\PP2856). Darebin City Council (Council) are the appointed Committee of Management (CoM) in accordance with the *Crown Land (Reserves) Act 1978*.

Amplitel Ltd (Amplitel) are proposing to swap out an existing 30m high sporting oval light pole with a 35m concrete telecommunications monopole. If approved, the lights will then be reattached to the monopole, maintaining the current height of the lights with the telecommunications equipment installed 5m higher. The proposal also includes a battery extension cabinet.

The monopole is proposed to provide for the installation of the new 4G and 5G network that is currently being rolled out across Australia. It is also proposed to provide much needed capacity relief for the existing Telstra facilities surrounding Bundoora and carry new local cellular traffic in its vicinity. Surrounding sites have been expanded to their 3G maximum capability and the proposed site is required to meet the traffic demand.

Amplitel is a new company related to Telstra which holds the assets and operations of the business following Telstra's recent sale of a non-controlling stake in its mobile towers business.

Previous Council Resolution

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

ALIGNMENT TO 2041 DAREBIN COMMUNITY VISION

Strategic Direction 2: Prosperous, Liveable and Flourishing

ALIGNMENT TO 2021-25 COUNCIL PLAN

Strategic Direction 2: Prosperous, Liveable and Flourishing

ALIGNMENT TO COUNCIL PLAN STRATEGIC OBJECTIVES

2.9 We will focus on our economic assets and recovery to ensure Darebin is a great place to do business

DISCUSSION

Amplitel are proposing to swap out an existing 30m high sporting oval light pole with a 35m concrete telecommunications monopole. A battery extension cabinet is also proposed. If approved, the lights will then be reattached to the monopole, maintaining the current height of the lights with the telecommunications equipment installed 5m higher. To enable this, Amplitel are seeking a lease on following the proposed terms:

Term: 20 years

Indicative Commencement Date: 1 July 2022

Lease Area: 5000mm x 2500mm (including monopole and associated battery extension cabinet)

Permitted Use: Provision of a telecommunication facility including installation, inspection, maintenance, construction, excavation, replacement, repair, renewal, alteration, upgrade, cleaning, operation, access to and from, and removal of facility on the land at the end of the term (excluding the sports field lighting pole which would revert to Council). This includes providing a new sports field lighting pole.

Commencing rent: \$27,810 plus GST per annum.

Rent review: Market rent review every three years on the anniversary of the Commencement Date. A fixed increase of 3% in intervening years.

Special Conditions:

1. Amplitel to work with the affected sporting clubs to determine an agreed timeframe for the installation that works with the sporting season and fixtures.
2. Amplitel are responsible for the ongoing maintenance of the pole and light.
3. Amplitel to ensure that the telecommunications equipment will not interfere with the working capacity of the lights.
4. At the conclusion of the Term, Amplitel are responsible for removing the telecommunications equipment and the monopole will revert to Council.

Legislation:

Section 115(1) of the *Local Government Act 2020* (LGA) grants power to Council to lease land up to 50 years. If it is proposed that the term of the lease is more than 10 years, section 115(4) of the LGA requires undertake a community engagement process in accordance with

the Council's community engagement policy in respect of the proposal before entering into the lease.

As Council is the appointed CoM for this land, any lease would need to meet the requirements section 17D(1) of the *Crown Land (Reserves) Act 1978*. Specifically, the land can be leased for a maximum period of 21 years with the approval of the Victorian Minister for Energy, Environment and Climate Change.

Telecommunications carriers like Amplitel have the right to enter onto land, including Crown land, to install a low impact facility within the meaning of the *Telecommunications Act 1997*. Provided that the carrier has complied with its statutory obligations, a landowner or manager is not in a position to impose any conditions on the exercise of the carrier's installation and operation of the facility on the land.

Amplitel has applied for a planning permit for this proposal. It has been advertised and there were no objections received. The final decision to approve a planning permit has been delayed until there is a decision about whether or not a lease will be issued.

Sensitivities:

The monopole and battery extension cabinet are proposed to provide for the installation of the new 4G and 5G network that is currently being rolled out across Australia.

Despite being deemed safe by leading experts such as Australia's Chief Medical Officer, Professor Brendan Murphy, concerns about the safety of 5G has been raised by minority groups in Australia in the recent past.

This pole is more than 100m from homes, which reduces the sensitivity of this matter. However, it remains possible that this is a sensitive issue for nearby residents.

CONSIDERATION OF LOCAL GOVERNMENT ACT (2020) PRINCIPLES

Financial Management

If approved, the commencing rent will be set at \$27,810 plus GST per annum. A market rent review will occur every three years with a set 3% in intervening years. Amplitel will be required to pay outgoings, including electricity supply. Amplitel will be required to install a separate meter at Amplitel's cost.

If approved, Amplitel will pay all costs associated with the planning, construction and installation of the telecommunication facility and all costs associated with the installation of one sports field lighting pole including Council's consultant fees and any necessary permit requirements. Amplitel will also be required to pay any legal fees for lease document preparation, negotiation, and/or execution.

If approved, the monopole will revert to Council ownership at the end of the lease.

Community Engagement

Meeting minimum standards of engagement

- Information regarding this project will be communicated to residents and users of Bundoora park through multiple methods including:
 - A mail out to 75 nearby residents and land owners
 - Posters will be placed at the Bundoora park site

- A Your Say Darebin page
- All collateral created for this project and the Your Say Darebin page will include information on how to access further information and how to provide a submission. This will include non- digital options.
- 43.3% of residents in the Bundoora- Macleod area speak a language other than English at home. A blurb about the project will feature on the Your Say Darebin page and in the mail out to residents. This will be translated into the top 5 languages in the Bundoora park area:
 - Mandarin
 - Italian
 - Cantonese
 - Greek
 - Vietnamese
- The Your Say Darebin page will have a google translate option which can translate all content including FAQs into 133 languages.

Summary of engagement approach

- Have Your Say Page with section 115 notice. Community to respond by simple, consistent submission form that collects personal information and demographics, and provides an opportunity for a short text response detailing their opposition to or support for the proposal.
- Posters promoting the Have Your Say page at Sports Club and surrounding Park area.
- Mail-drop to 75 neighbouring houses (residents and owners).
- Email to Bundoora Park Junior Football Club and Bundoora Park Cricket Club promoting Have Your Say Page.

Changes to Community Engagement approach since the Councillor Briefing Session

At the Councillor Briefing Session a consultation radius of 500m was proposed. After the Councillor Briefing paper was submitted, consultation with other Councils was undertaken. It was determined that 75 flyers would be appropriate. The rationale is:

- For similar proposals another Councils sent 15 flyers;
- 75 properties will provide a good indicator of community sentiment and any reasons for concern;
- there is no standard nor mandated requirement;
- notifying community members not affected may create unnecessary concern; and
- due to uncertainty around how Amplitel will respond to the feedback from the community, feedback may not influence outcome of engagement so may be best to minimise engaged radius.

At the Councillor Briefing Session, a feedback survey with tick box options was also proposed. Again, after further consideration and consultation with other Councils, it is recommended that this be changed to an opportunity to provide free text.

The change to ensure the approach is highly important as this matter will set a precedent for further community engagement processes for proposed lease in the future.

Other Principles for consideration**Overarching Governance Principles and Supporting Principles**

- (a) Council decisions are to be made and actions taken in accordance with the relevant law;

Public Transparency Principles

- (a) Council decision making processes must be transparent except when the Council is dealing with information that is confidential by virtue of this Act or any other Act;

Strategic Planning Principles

- (a) an integrated approach to planning, monitoring and performance reporting is to be adopted;

Service Performance Principles

- (a) services should be provided in an equitable manner and be responsive to the diverse needs of the municipal community;

COUNCIL POLICY CONSIDERATIONS**Environmental Sustainability Considerations (including Climate Emergency)**

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

Equity, Inclusion, Wellbeing and Human Rights Considerations:

The Statement of the commitment to Traditional Owners and Aboriginal and Torres Strait islander people 2019 recognises that Darebin stands on unceded Wurundjeri Woi-wurrung land. Similarly, under section 19.2 of the Victorian *Charter of Human Rights and Responsibilities Act 2006* Traditional Owners and custodians have a right to “maintain their distinctive spiritual, material and economic relationship with [their] land and waters.”

Economic Development and Cultural Considerations

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

Operational Impacts

The Bundoora Park Junior Football Club and Bundoora Park Cricket Club use the oval and the adjacent clubrooms. If approved, the affected sportsground lights will not be in operation during the construction period (approximately two weeks). If approved, Amplitel’s build contractor would be required to work with Council officers and the Clubs to develop a schedule that minimises the impact on sports oval operation.

The sporting oval light is within a short distance of the carpark. This will limit impacts to the park if the lease is approved. The lease will also contain clauses that ensure that damage is limited and remediated.

Legal and Risk Implications

No legal or risk implications have been identified.

IMPLEMENTATION ACTIONS

Subject to Council's approval to commence a community consultation process, the process will be undertaken in accordance with the Community Engagement Plan. The results of the Community Engagement Plan will be collated and analysed and will be reported back to Council.

The community response will help inform a recommendation to Council regarding if the lease proposal should be approved or not approved.

RELATED DOCUMENTS

Leasing Policy for Victorian Crown Land 2018

Attachments

- Photograph showing existing sports oval light (**Appendix A**) [↓](#)
- Proposed monopole plans provided by Amplitel (**Appendix B**) [↓](#)

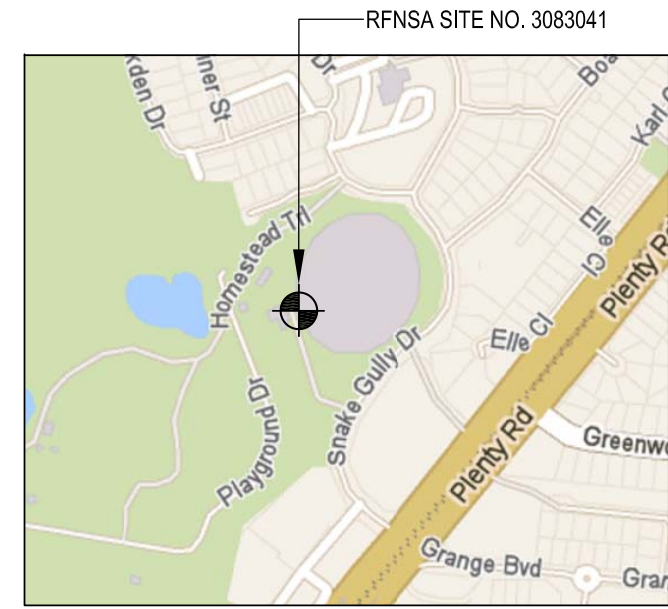
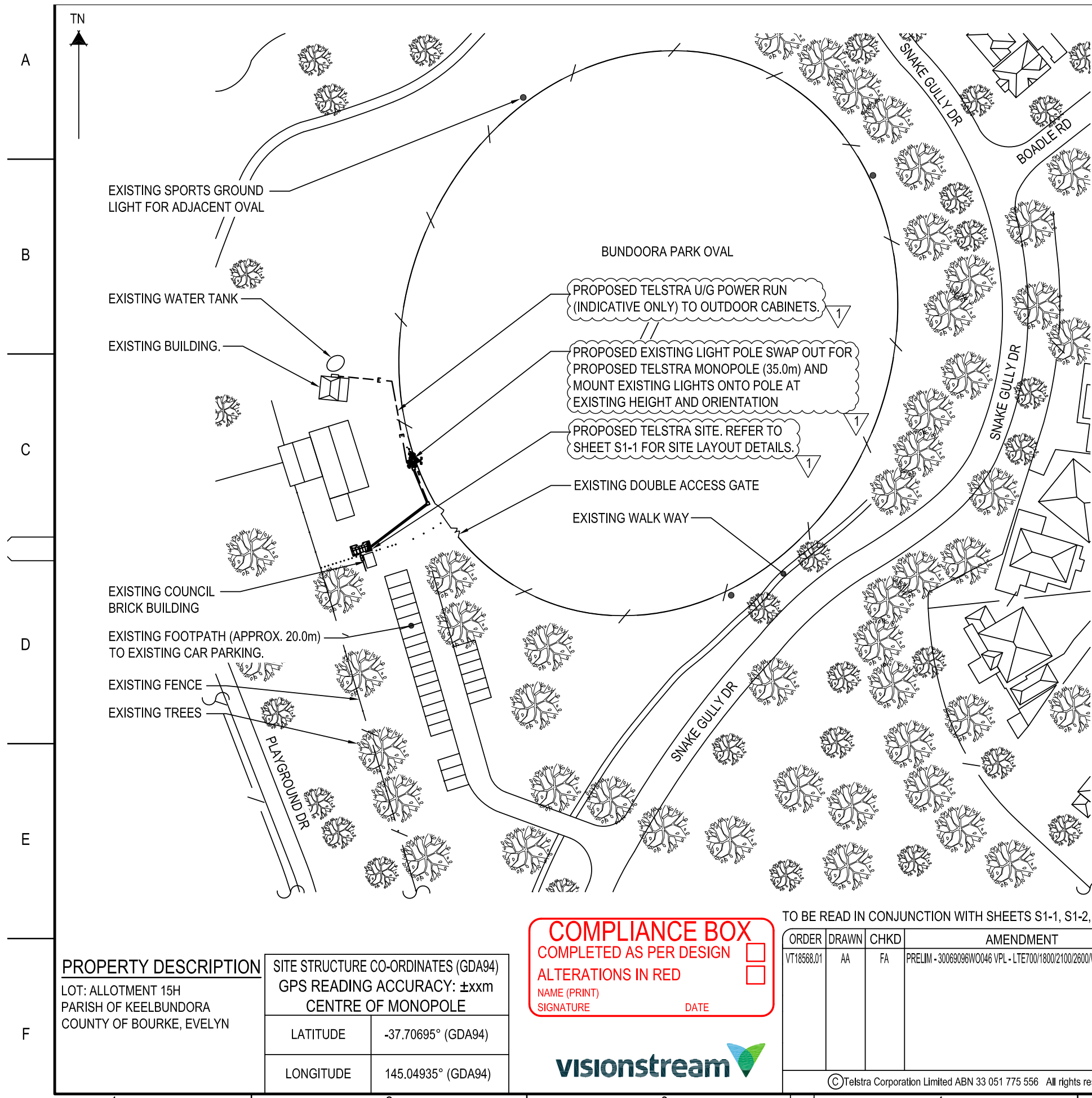
DISCLOSURE OF INTEREST

Section 130 of the *Local Government Act 2020* requires members of Council staff and persons engaged under contract to provide advice to Council to disclose any conflicts of 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.

Attachment 1 – Photograph showing existing sports oval light



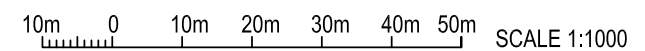


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LOCALITY PLAN
NOT TO SCALE

SITE ACCESS

SCALE 1:1000



PRELIMINARY

TO BE READ IN CONJUNCTION WITH SHEETS S1-1, S1-2, S3 & S3-1.

| PROPERTY DESCRIPTION | | SITE STRUCTURE CO-ORDINATES (GDA94) GPS READING ACCURACY: ±xxm CENTRE OF MONOPOLE | |
|---|--|---|--------------------|
| LOT: ALLOTMENT 15H PARISH OF KEELBUNDORA COUNTY OF BOURKE, EVELYN | | LATITUDE | -37.70695° (GDA94) |
| | | LONGITUDE | 145.04935° (GDA94) |

COMPLIANCE BOX
COMPLETED AS PER DESIGN
ALTERATIONS IN RED
NAME (PRINT) _____
SIGNATURE _____ DATE _____



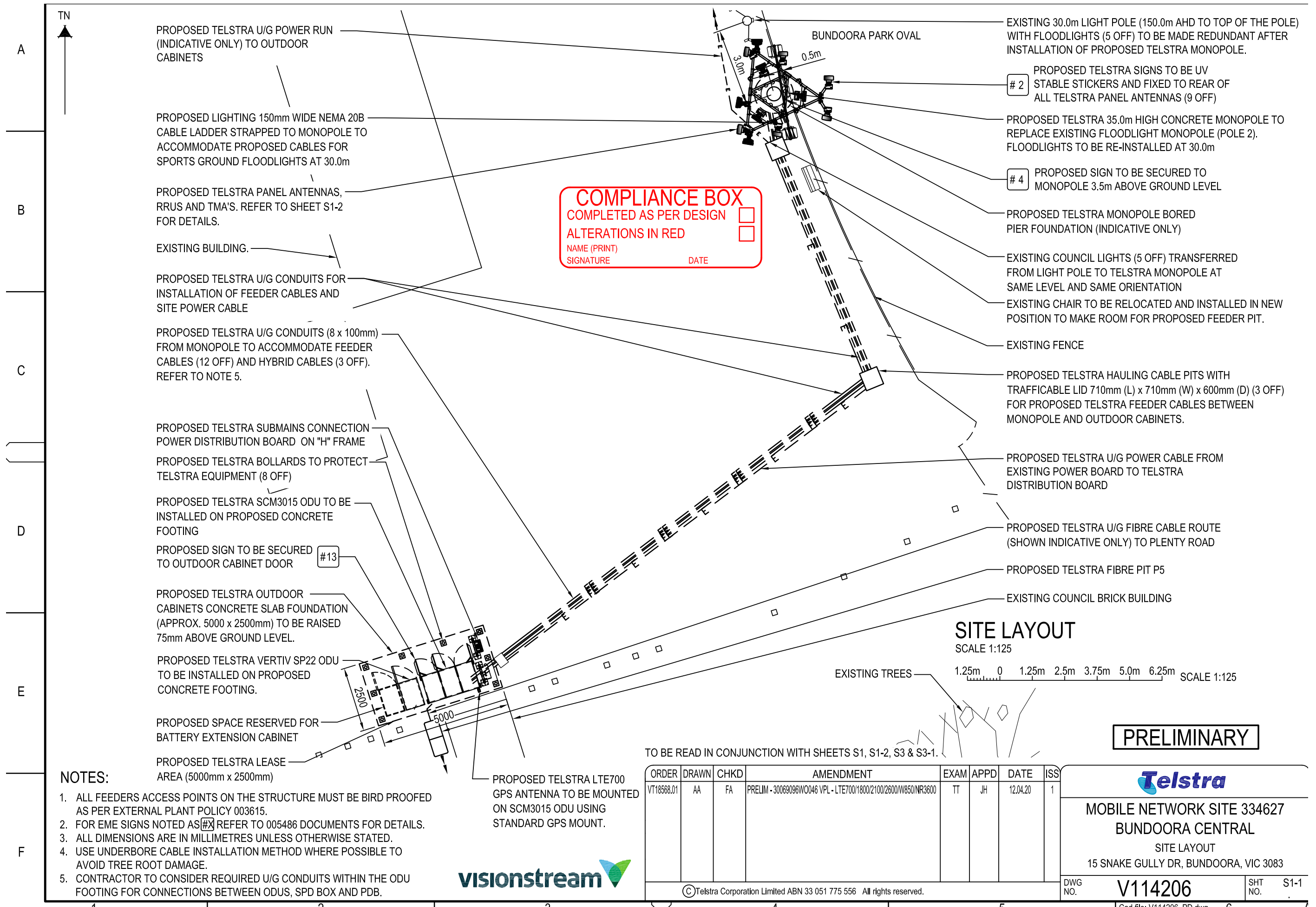
| ORDER | DRAWN | CHKD | AMENDMENT | EXAM | APPD | DATE | ISS |
|------------|-------|------|--|------|------|----------|-----|
| VT18568.01 | AA | FA | PRELIM - 30069096W0046 VPL - LTE700/1800/2100/2600/W850/NR3600 | TT | JH | 12.04.20 | 1 |

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Telstra

MOBILE NETWORK SITE 334627
BUNDOORA CENTRAL
SITE ACCESS AND LOCALITY PLAN
15 SNAKE GULLY DR, BUNDOORA, VIC 3083

DWG NO. **V114206** SHT NO. **S1**



COMPLIANCE BOX
 COMPLETED AS PER DESIGN
 ALTERATIONS IN RED
 NAME (PRINT) _____
 SIGNATURE _____ DATE _____

NOTES:

1. ALL FEEDERS ACCESS POINTS ON THE STRUCTURE MUST BE BIRD PROOFED AS PER EXTERNAL PLANT POLICY 003615.
2. FOR EME SIGNS NOTED AS [X] REFER TO 005486 DOCUMENTS FOR DETAILS.
3. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
4. USE UNDERBORE CABLE INSTALLATION METHOD WHERE POSSIBLE TO AVOID TREE ROOT DAMAGE.
5. CONTRACTOR TO CONSIDER REQUIRED U/G CONDUITS WITHIN THE ODU FOOTING FOR CONNECTIONS BETWEEN ODUS, SPD BOX AND PDB.



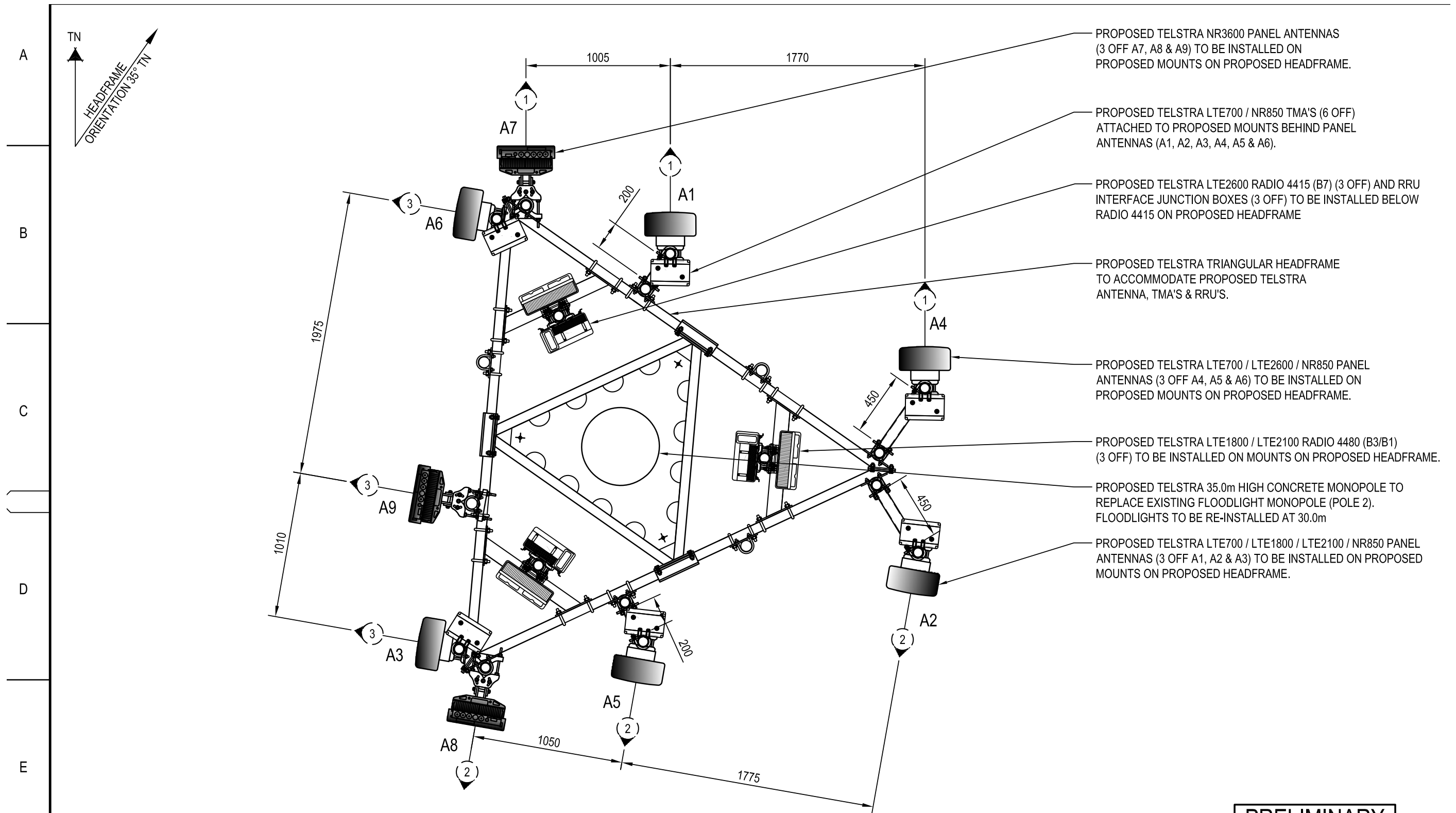
TO BE READ IN CONJUNCTION WITH SHEETS S1, S1-2, S3 & S3-1.

| ORDER | DRAWN | CHKD | AMENDMENT | EXAM | APPD | DATE | ISS |
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| VT18568.01 | AA | FA | PRELIM - 30069096W0046 VPL - LTE700/1800/2100/2600/W850/NR3600 | TT | JH | 12.04.20 | 1 |

PRELIMINARY

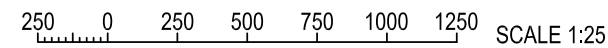
MOBILE NETWORK SITE 334627
BUNDOORA CENTRAL
 SITE LAYOUT
 15 SNAKE GULLY DR, BUNDOORA, VIC 3083

DWG NO. **V114206** SHT NO. S1-1
Card file: V114206_PD.dwg



ANTENNA LAYOUT AT EL 35.67m & 35.0m
AND RADIO LAYOUT AT EL 35.5m

SCALE 1:25



COMPLIANCE BOX
COMPLETED AS PER DESIGN
ALTERATIONS IN RED
NAME (PRINT) _____
SIGNATURE _____ DATE _____



TO BE READ IN CONJUNCTION WITH SHEETS S1, S1-1, S3 & S3-1.

| ORDER | DRAWN | CHKD | AMENDMENT | EXAM | APPD | DATE | ISS |
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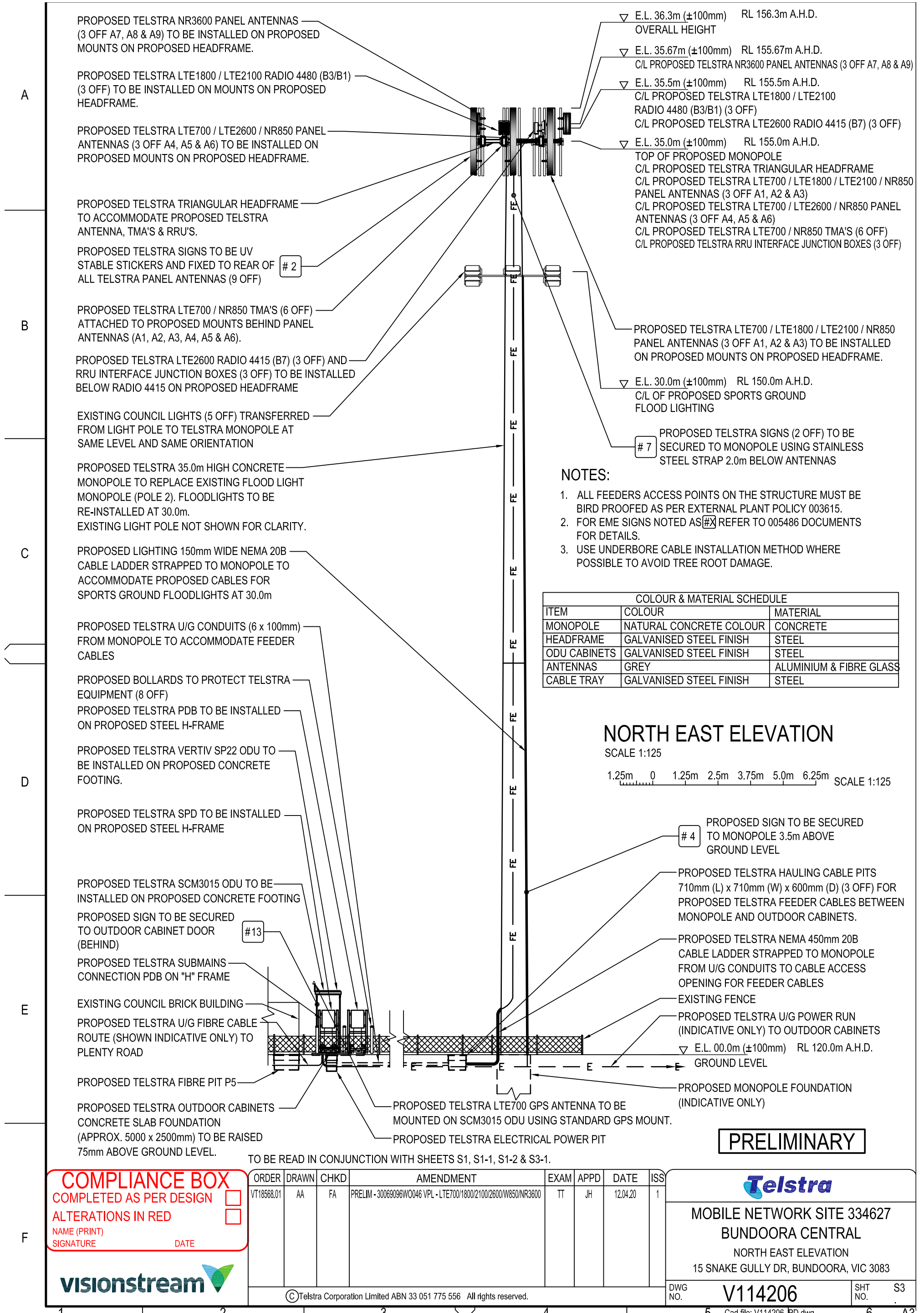
PRELIMINARY



MOBILE NETWORK SITE 334627
BUNDOORA CENTRAL
ANTENNA LAYOUT
15 SNAKE GULLY DR, BUNDOORA, VIC 3083

DWG NO. **V114206** SHT NO. S1-2

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COMPLIANCE BOX
COMPLETED AS PER DESIGN
ALTERATIONS IN RED
NAME (PRINT) _____
SIGNATURE _____ DATE _____

| ORDER | DRAWN | CHKD | AMENDMENT | EXAM | APPD | DATE | ISS |
|------------|-------|------|--|------|------|----------|-----|
| VT18568.01 | AA | FA | PRELIM - 30069096/W0046 VPL - LTE700/1800/2100/2600/NR850/NR3600 | TT | JH | 12.04.20 | 1 |

Telstra

MOBILE NETWORK SITE 334627
BUNDOORA CENTRAL
NORTH EAST ELEVATION
15 SNAKE GULLY DR, BUNDOORA, VIC 3083

DWG NO. **V114206** SHT NO. **S3**



A

B

C

D

E

F

| TELSTRA ANTENNA CONFIGURATION TABLE | | | | | |
|-------------------------------------|---|-------------------------|---------------------------|-----------------------|--|
| ANTENNA No | ANTENNA TYPE & SIZE H x W x D | ANTENNA ACTION REQUIRED | ANTENNA HEIGHT C/L A.G.L. | ANTENNA BEARING (x°T) | SECTOR NO. & TECHNOLOGY |
| A1 | T1002L6R011 PANEL 2680 x 355 x 165mm | INSTALL | 35.0m | 0° | S1: LTE700 / S1: NR850 S1: LTE700 / S1: NR850 |
| | | | | | S1: LTE1800 / S1: LTE2100 S1: LTE1800 / S1: LTE2100 |
| | | | | | S1: LTE1800 / S1: LTE2100 S1: LTE1800 / S1: LTE2100 |
| A2 | T1002L6R011 PANEL 2680 x 355 x 165mm | INSTALL | 35.0m | 190° | S2: LTE700 / S2: NR850 S2: LTE700 / S2: NR850 |
| | | | | | S2: LTE1800 / S2: LTE2100 S2: LTE1800 / S2: LTE2100 |
| | | | | | S2: LTE1800 / S2: LTE2100 S2: LTE1800 / S2: LTE2100 |
| A3 | T1002L6R011 PANEL 2680 x 355 x 165mm | INSTALL | 35.0m | 280° | S3: LTE700 / S3: NR850 S3: LTE700 / S3: NR850 |
| | | | | | S3: LTE1800 / S3: LTE2100 S3: LTE1800 / S3: LTE2100 |
| | | | | | S3: LTE1800 / S3: LTE2100 S3: LTE1800 / S3: LTE2100 |
| A4 | T1002L6R011 PANEL 2680 x 355 x 165mm | INSTALL | 35.0m | 0° | S1: LTE700 / S1: NR850 S1: LTE700 / S1: NR850 |
| | | | | | S1: LTE2600 S1: LTE2600 |
| | | | | | S1: LTE2600 S1: LTE2600 |
| A5 | T1002L6R011 PANEL 2680 x 355 x 165mm | INSTALL | 35.0m | 190° | S2: LTE700 / S2: NR850 S2: LTE700 / S2: NR850 |
| | | | | | S2: LTE2600 S2: LTE2600 |
| | | | | | S2: LTE2600 S2: LTE2600 |
| A6 | T1002L6R011 PANEL 2680 x 355 x 165mm | INSTALL | 35.0m | 280° | S3: LTE700 / S3: NR850 S3: LTE700 / S3: NR850 |
| | | | | | S3: LTE2600 S3: LTE2600 |
| | | | | | S3: LTE2600 S3: LTE2600 |
| A7 | ERICSSON AIR6488 PANEL 810 x 400 x 200mm | INSTALL | 35.67m | 0° | S1: NR3500 S1: NR3500 |
| A8 | ERICSSON AIR6488 PANEL 810 x 400 x 200mm | INSTALL | 35.67m | 190° | S2: NR3500 S2: NR3500 |
| A9 | ERICSSON AIR6488 PANEL 810 x 400 x 200mm | INSTALL | 35.67m | 280° | S3: NR3500 S3: NR3500 |
| A200 | GPS ANTENNA KRE 101 2082/1 Ø68 x 96 | INSTALL | BASE OF GPS 2.5m | 0° | - |

COMPLIANCE BOX

COMPLETED AS PER DESIGN

ALTERATIONS IN RED

NAME (PRINT) _____

SIGNATURE _____ DATE _____

PRELIMINARY

TO BE READ IN CONJUNCTION WITH SHEETS S1, S1-1, S1-2 & S3.

| ORDER | DRAWN | CHKD | AMENDMENT | EXAM | APPD | DATE | ISS |
|------------|-------|------|--|------|------|----------|-----|
| VT18568.01 | AA | FA | PRELIM - 30069096/W0046 VPL - LTE700/1800/2100/2600/NR850/NR3600 | TT | JH | 12.04.20 | 1 |



MOBILE NETWORK SITE 334627
BUNDOORA CENTRAL
 ANTENNA CONFIGURATION TABLE
 15 SNAKE GULLY DR, BUNDOORA, VIC 3083

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| DWG NO. | V114206 | SHT NO. | S3-1 |
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Card file: V114206 PD.dwg

8.6 PROPERTY MATTERS**Author:** Manager Property & Asset Strategy**Reviewed By:** General Manager, Governance and Engagement

EXECUTIVE SUMMARY

This report seeks Council approval to proceed with the statutory processes to discontinue and sell the road adjoining 212-214 High Street, Northcote.

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| Officer Recommendation |
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That Council:

- (1) Having given public notice of a proposal to discontinue the road adjoining 212-214 High Street, Northcote, shown hatched in the site plan in **Appendix A**, and having received no submissions in respect of this proposal under section 223 of the Local Government Act 1989;
 - (2) Has formed the opinion that the road shown hatched in the site plan in **Appendix A** is no longer required for road purposes;
 - (3) Discontinues the road in accordance with section 206 and clause 3(a) of Schedule 10 to the Local Government Act 1989;
 - (4) Directs that a notice be published in the Victoria Government Gazette;
 - (5) Directs that the land from the road be sold by private treaty to the owners of the adjoining property in accordance with section 206 and clause 3(b) of Schedule 10 to the Local Government Act 1989 and section 114 of the Local Government Act 2020 and transfer to itself any land from the road not sold in accordance with Council policy; and
 - (6) Authorises the Chief Executive Officer to sign all documents relating to the sale of any land from the discontinued road to the owners of the adjoining property and to do all other acts to enable any land from the road not sold to the adjoining property owner to be transferred to Council.
-

BACKGROUND / KEY INFORMATION

In late December 2020, Council received an inquiry on behalf of the owners of the Northcote Theatre at 212-214 High Street, Northcote, requesting the discontinuance and sale of part of the 4.57metre wide road adjoining the side of the property, shown hatched in the site plan in **Appendix A**.

The investigations identified that although the land remains a road on title, it is not listed on Council's Register of Public Roads.

The road appears to have been enclosed and used as part of the Theatre for many years and has not been used as a road. The owners propose to use the land as part of the redevelopment of the Theatre.

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 4.57 metre wide section of road.

All immediate adjoining property owners have been informed of the proposal and no objections or issues have been raised. The dimensions and proposed allocation of the land are shown in the Title Plan TP969131R provided in **Appendix B**.

The owners of the Northcote Theatre at 212-214 High Street, Northcote, have confirmed an interest in acquiring the land shown as Lot 1 in the Title Plan TP969131R in **Appendix B** at current market value, as well as agreeing to meet all of the reasonable costs associated with Council discontinuing and selling the road, in accordance with policy.

Council at its meeting on 25 October 2021, resolved to commence the statutory procedures for the possible discontinuance and sale of the road.

Previous Council Resolution

At its meeting held on 25 October 2021, 2021, Council resolved:

'That Council

- (a) Commences the statutory procedures under section 206 and clause 3 of Schedule 10 to the Local Government Act 1989 to discontinue and sell the road adjoining 212-214 High Street, Northcote, shown hatched in the site plan in **Appendix A**, and section 114 of the Local Government Act 2020 to sell the land from the road;*
- (b) Gives public notice under section 223 of the Local Government Act 1989 and section 114 of the Local Government Act 2020 in the appropriate newspapers and on Council's website of the intention to discontinue the road and sell the land to the adjoining property owners by private treaty and transfer to itself any land from the road not sold in accordance with Council policy."*

ALIGNMENT TO 2041 DAREBIN COMMUNITY VISION

Strategic Direction 2: Prosperous, Liveable and Flourishing

ALIGNMENT TO 2021-25 COUNCIL PLAN

Strategic Direction 4 Responsible, Transparent and Responsive

ALIGNMENT TO COUNCIL PLAN STRATEGIC OBJECTIVES

4.2 We will ensure our assets are optimised for the benefit of our community

DISCUSSION

Council's property portfolio must meet current service needs while providing the flexibility to meet future requirements. Roads, reserves, revenue strips and other pieces of land of unusual shape and limited usefulness that are less than 200m² in area (collectively referred to as minor Council property assets) were originally set aside in early plans of subdivision for a particular purpose, such as access or drainage. In many cases these parcels of land are still required for and need to remain open and available to the public.

In this case, Council officers advise that the subject parcel of land is no longer reasonably required for the purpose of a road or any other strategic purpose. Accordingly, it is considered surplus and suitable for sale.

CONSIDERATION OF LOCAL GOVERNMENT ACT (2020) PRINCIPLES**Financial Management**

The owners of 212-214 High Street, Northcote, have agreed to acquire the land at its current market value and to also meet all of Council's reasonable costs associated with undertaking the discontinuance.

Council's City Valuer has placed a market value of \$1,265.00 per square metre (including GST) on the Land. The sale of Lot 1 with an area of 7.2m² to the owners of 212-214 High Street, Northcote, will realize a sum of \$9,108.00 (including GST). The land will also attract rates once transferred.

Costs of \$8,000.00 associated with undertaking the statutory procedures and the sale of the road would also be recovered from the purchasers.

Community Engagement

Public notice of the proposal was given in the Herald Sun newspaper on 28 March 2022 and on Council's website for the duration of the submission period. The notice period ended on 26 April 2022 with no submissions received.

Internal Council departments and the Service Authorities have been consulted regarding the proposal and no objections have been received. Yarra Valley Water has a sewer branch connection in the section of road to be discontinued. This asset would normally be protected by the saving of an easement if the road were discontinued. Given that the sewer connection only services the Theatre, Yarra Valley Water has advised that the connection can be terminated at a point outside the section of road proposed to be discontinued. Termination of the sewer will obviate the need for an easement over the land.

The owners of the Theatre have agreed to undertake these works at their cost and to provide Council with the following:

- a) Within 1 month of Council resolving to commence the discontinuance procedures, provide written confirmation that it has applied to Yarra Valley Water to terminate the sewer branch; and
- b) Prior to Council discontinuing the road (by publication of a notice in the Victoria Government Gazette) provide evidence to Council confirming that the works to terminate the sewer branch have been completed to Yarra Valley Water's satisfaction.

Overarching Governance Principles and Supporting Principles

- (i) the transparency of Council decisions, actions and information is to be ensured.

Public Transparency Principles

- (a) Council decision making processes must be transparent except when the Council is dealing with information that is confidential by virtue of this Act or any other Act;

Strategic Planning Principles

- (b) strategic planning must address the Community Vision;

Service Performance Principles

- (a) services should be provided in an equitable manner and be responsive to the diverse needs of the municipal community;

COUNCIL POLICY CONSIDERATIONS**Environmental Sustainability Considerations (including Climate Emergency)**

There are no environmental sustainability considerations in relation to this matter.

Equity, Inclusion, Wellbeing and Human Rights Considerations:

An Equity Impact Assessment (EIA) / Gender Impact Assessment has been conducted. The proposed road closure and sale of land process undertaken was confirmed to accord with suitable EIA measures. This included that that all adjoining landowners were:

- afforded an equal opportunity to purchase the land
- had financial capacity to purchase
- protect their current and future property rights
- ensure that each adjoining landowner were not prohibited by language barriers

Economic Development and Cultural Considerations

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

Operational Impacts

There are no operational impacts given the land is not actively managed as public open space or on Council's public road register.

Legal and Risk Implications

Council engaged Macquarie Lawyers to ensure that Council has been advised of any legal or risks and governance implications associated with this matter.

IMPLEMENTATION 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 212-214 High Street, Northcote, by private treaty in accordance with Council policy.
- Arrange for any land not sold to be transferred into Council's ownership.

It is expected that all relevant actions will be completed within three months from the time Council receives confirmation to evidence the works to terminate the sewer branch have been completed to Yarra Valley Water's satisfaction

RELATED DOCUMENTS

- *Local Government Act 1989*
- *Local Government Act 2020*
- *Road Management Act 2004*
- *Sale of Minor Council Property Assets Policy 2015*

Attachments

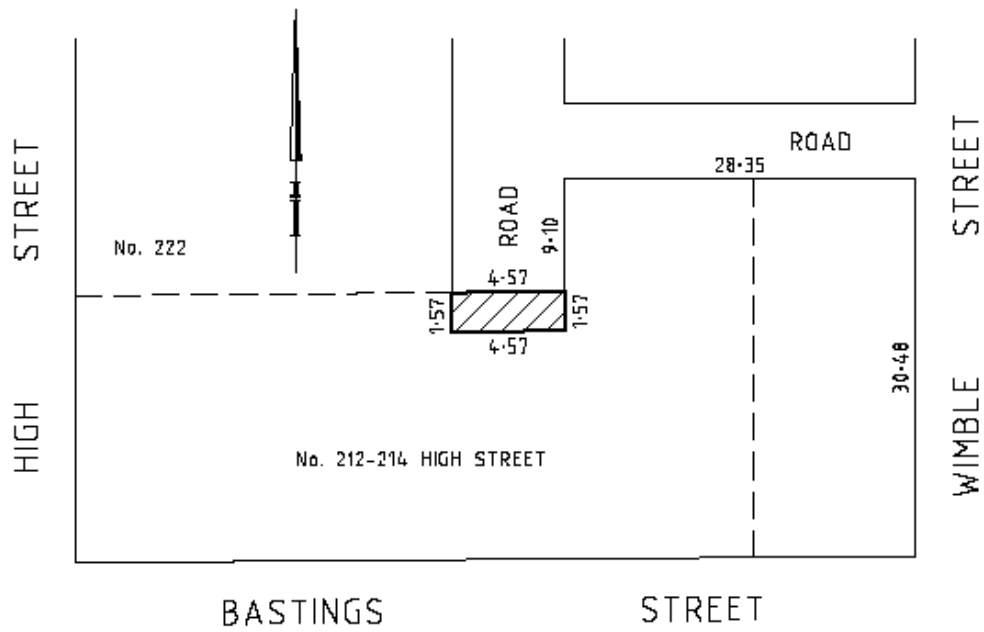
- Site Plan - Road Adjoining 212-214 High Street, Northcote (**Appendix A**) [↓](#)
- Title Plan - Road Adjoining 212-214 High Street, Northcote (**Appendix B**) [↓](#)

DISCLOSURE OF INTEREST

Section 130 of the *Local Government Act 2020* requires members of Council staff and persons engaged under contract to provide advice to Council to disclose any conflicts of 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.

Appendix A - Site Plan road adjoining 212-214 High Street, Northcote



Appendix B – Title Plan road adjoining 212-214 High Street, Northcote

| TITLE PLAN | | EDITION 1 | TP969131R | |
|--|---------|--|------------------|-----------------------------|
| LOCATION OF LAND PARISH JIKA JIKA TOWNSHIP - SECTION - CROWN ALLOTMENT - CROWN PORTION 101 (PART) LAST PLAN REFERENCE TP938095S DEPTH LIMITATION DOES NOT APPLY TITLE REFERENCE VOL.2536 FOL.126 MGA CO-ORDINATES E 323 735 (APPROX. CENTRE OF LAND IN PLAN) N 5 817 410 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 ENCUMBERANCE A- APPURTENANT EASEMENT R- ENCUMBERING EASEMENT (ROAD) | | | | |
| EASEMENT REFERENCE | PURPOSE | WIDTH (METRES) | ORIGIN | LAND BENEFITED/IN FAVOUR OF |
| - | - | - | - | - |
| | | | | |
| SCALE 1:125 | | LICENSED SURVEYOR ANDREW CLINTON SMITH | | FILE NO : LGD |
| SHEET 1 OF 1 SHEET ORIGINAL SHEET SIZE: A3 | | SIGNATURE DATE / / | | DEALING CODE : LGA |
| BARKER MONAHAN A DIVISION OF TERRAIN CONSULTING GROUP PTY LTD SURVEYORS, DEVELOPMENT AND LOCAL GOVERNMENT CONSULTANTS 4/8 HIGH STREET, NEW 3101 P.O. BOX 3018 COTTAM 3101 TELEPHONE 9478 4333 FAX 9470 5189 EMAIL: survey@barkermonahan.com.au | | REF. 21378 | VERSION 01 | |
| | | COMPUTER FILE: 21378TP.DWG | DATE: 22/06/2021 | |

8.7 DAREBIN TRANSPORT STRATEGY AND ELECTRIC VEHICLE POLICY**Author:** Senior Transport Engineer**Reviewed By:** Acting General Manager City Sustainability and Strategy

EXECUTIVE SUMMARY

The Darebin Transport Strategy 2007-2027 was created to ensure our community can access its needs conveniently, safely and in a sustainable way. It contains actions for improving transport in Darebin, including public transport, freight, bike riding, walking, private vehicles (cars), parking and more.

Societal changes, State Government strategies like the Movement and Place Framework, and our own projects such as Your Street, Your Say have changed the transport landscape in Darebin. The Darebin Transport Strategy Refresh responds to these various policies and societal changes with new and updated policies and actions.

The new Electric Vehicle (EV) Charging Policy is an innovative document that demonstrates Council's commitment to supporting Darebin residents to transition away from petroleum powered vehicles and into electric powered vehicles. The EV Charging Policy is a key output of the Darebin Transport Strategy Refresh.

The EV Charging Policy will provide certainty to property developers on our planning requirements for electric vehicle charging in new developments. It will also help promote convenient charging options for all residents and visitors and expand our network of convenient EV charging stations across Darebin, making it easier to make the switch from petrol vehicles.

The two documents will help ensure that Council progressively develops a quality sustainable transport network.

| |
|-------------------------------|
| Officer Recommendation |
|-------------------------------|

That Council:

- (1) Adopts the updated Darebin Transport Strategy included at **Attachment A**.
 - (2) Adopts the Electric Vehicle Charging Policy (Part A and Part B) included at **Attachment B**.
 - (3) Thanks the community and key stakeholders for providing valuable feedback to the process of developing the Darebin Transport Strategy Refresh and Electric Vehicle Charging Policy.
-

BACKGROUND / KEY INFORMATION***Darebin Transport Strategy***

The *Darebin Transport Strategy 2007-2027* was established to provide long term direction to help manage and improve the transport network.

An assessment of the DTS found that the strategic direction and objectives in the 2007 Strategy have worked well and will continue to provide effective guidance for achieving Council's current goals and meeting its statutory obligations. Significant improvements are evident on Darebin's roads:

- There has been a 15% reduction of all crashes in Darebin between 2014-2018, and a 59% reduction since 2007
- Council has invested in road safety improvements and reduced speed limits
- Council has attracted more funding from external sources in the past 5 years (up at \$594,000 on average per year from \$430,000 per year in 2014).

That said, a need was identified to refresh the strategy to account for unanticipated impacts of COVID, to consider freight and to include any updates necessary arising from changes to State and other Darebin policies. As a result, Council resolved to refresh the DTS through the 2021-25 Council Plan.

The 2021-2025 Council Plan also included the Action to "Update the Darebin Bicycle Strategy Network Plan." Updates to the Bicycle Network Plan have been incorporated into an updated Strategic Transport Framework Plan, which forms part of the DTS. This integrated approach will ensure that all transport needs are considered in a holistic way.

EV Policy

The 2021-2025 Council Plan also includes an Action item to "*Develop a policy for how Council may permit commercial or private electric vehicle charging infrastructure on our public streets*". There is increasing community and industry demand that requires the organisation to have a consistent and strategic approach. Officers prepared draft EV Policies that considered:

- the circumstances under which Council may permit public charging infrastructure on Council owned/operated land
- consideration of measures for new developments, including 'future proofing' parking spaces for future car charging facilities.

At the 28 February 2022 Ordinary Council meeting, Council endorsed the draft Darebin Transport Strategy refresh and the draft Electric Vehicle Policy to be released for community engagement.

Community engagement on the draft strategy and policy is now complete. The engagement was open for 6 weeks during March – May 2022 and feedback was collected through a web-based survey, meetings with the project team, at community events, meetings with community leaders and groups, and drop-in sessions.

Findings from community engagement have been reviewed and have helped inform the recommended amendments to the strategy and policy. An updated version of the Darebin Transport Strategy with the new policies and actions is included at **Appendix A** and the Electric Vehicle Policy is included at **Appendix B**.

Note that the proposed Electric Vehicle Policy does not commit Council to funding implementation of electric vehicle charging infrastructure. It is anticipated that the costs associated with installation of electric vehicle chargers and maintenance will be borne by private charging providers.

COMMUNICATIONS AND ENGAGEMENT

Community Engagement

The draft DTS and EV Charging Policy were published for community and stakeholder consultation. Consultation was advertised on social media, in Council newsletters, and via postcards and posters at Council libraries and customer service centres. Consultation was also promoted through external Stakeholder newsletters, publications and social media platforms.

Face-to-face community consultation was undertaken at the Narrandjeri Stadium community open day, at several bike check events, at a number of community advisory committees including the Darebin Disability Advisory Committee, the Darebin Climate Emergency Advisory Committee, and the Darebin Aboriginal Advisory Committee.

Two community drop-in sessions were organised. These were held at the Keon Park Children's Hub and Northcote Library where community members could discuss the strategy and policy with the project team with the assistance of translators. Copies of translated documents were available at both sessions.

Meetings were also held with the Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation, several community groups, the Department of Transport, the Department of Environment, Land Water and Planning, Victoria Walks, Bicycle Network, Darebin Bike Users Group (BUG), La Trobe University and the Local Government Electric Vehicle working group.

Feedback was collected through the Your Say website with two separate on-line surveys asking targeted questions on both documents. The level of online feedback was higher compared to previous transport policy/strategy consultations, which indicates that Transport remains an important issue for our community.

Summary of Community Engagement Results

There were 108 unique participants who provided over 254 pieces of information via the online surveys, with 1,981 page views during the engagement period.

Engagement was designed to be accessible and welcoming for our diverse community including older people and those not proficient in English, or with other communication barriers. During this engagement, approximately 82% of respondents identified as proficient in English, with 13% of respondents speaking a language other than English at home, specifying 13 different languages.

Analysis of online participation shows that most key demographic groups have been reached, with participation rates aligning with what we know from ABS data. The exception is Aboriginal and Torres Strait Island community members. Officers have engaged directly with the Darebin Aboriginal Advisory Committee and Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation, to help ensure the proposals have the support and reflect the values of Aboriginal and Torres Strait Island communities.

A summary of the consultation findings is included in the [Discussion](#) section of this report. The full Engagement Summary Report of the Darebin Transport Strategy Refresh and Electric Vehicle Policy is included in **Appendix C**.

Communications

A comprehensive communications plan was prepared and implemented to guide the project.

Previous Council Resolution

At its meeting held on 28 February 2022, Council resolved:

That Council:

Endorses the draft updates to the Darebin Transport Strategy (Appendix A) and draft EV Policies (Appendix C and D) for community consultation.

ALIGNMENT TO 2041 DAREBIN COMMUNITY VISION

Strategic Direction 2: Prosperous, Liveable and Flourishing

ALIGNMENT TO 2021-25 COUNCIL PLAN

Strategic Direction 2: Prosperous, Liveable and Flourishing

ALIGNMENT TO COUNCIL PLAN STRATEGIC OBJECTIVES

2.2 We will design and create public spaces where our people feel safe, welcome, and respected, including improving lighting and safety for people walking, wheeling, cycling and driving

2.4 We will foster local urban streetscapes and activity centres that connect our community, support economic recovery, and encourage people to live, work and play locally

DISCUSSION

There was a good level of online feedback on the draft Transport Strategy and draft EV Policy in comparison with similar transport strategies in the past. Overall, the various policies and actions proposed in the draft Darebin Transport Strategy and the draft EV Policy achieved 80% or above support via the online survey, which suggests the proposals are aligned with the community's expectations.

Through the engagement process several different themes emerged, with the most common being:

- Bike Infrastructure - new bike routes with designs that make bike riding safer
- Walking environment – requests for more pedestrian crossings
- Public transport – improved services and affordability
- Parking – manage parking associated with new developments, enforcement and appropriate parking controls
- EV charging infrastructure – expand EV charging infrastructure across Darebin
- EV charging infrastructure – feedback on the types of locations that would be appropriate for EV charging.

A comprehensive review of feedback received during consultation and Officer responses is provided in **Appendix D**.

Adjustments to the Darebin Transport Strategy based on community engagement

The following additional changes to the Darebin Transport Strategy are recommended, following community consultation. These are in addition to the draft changes approved for

consultation by Council at the 28 February meeting. These additional recommendations provide improved clarity around some of the proposed policies and actions:

- 'Infrastructure Planning': Inclusion of e-Bikes and support for local bike journeys as important infrastructure priorities
- 'Parking Management': Inclusion of 'sustainability' and 'accessible parking' as important considerations when managing on-street parking
- 'Road Management': Inclusion of the Department of Transport's [Movement and Place](#) framework as an important reference document when managing the local street network
- 'Community Safety': Amendments to the wording of this action item to reference 'perceptions of safety' within Council's design practices
- 'Future Transport Changes': Inclusion of 'micro-mobility' and other emerging transport technologies as important considerations
- Minor updates to the Strategic Transport Framework Plan reflecting road hierarchy amendments for some streets, including Mahoney's Road, Kingsbury Drive, Normanby Avenue, Arthurton Street and Merri Parade (**Appendix E**).

Adjustments to the Electric Vehicle Policy based on community engagement

The following changes have been made to the draft Electric Vehicle Charging Policy following community consultation and an independent peer review by a consultant experienced in EV policies:

Part A: EV and New Developments

- Page 4: Consider the development site context when assessing EV charging infrastructure requirements
- Page 6: Requirement for EV charging infrastructure to be compatible with smart charging infrastructure.

Part B: Electric Charging Infrastructure on Council Land

- Page 7: Acknowledgement that infrastructure is located on the Wurrundjeri Woi Wurrung land
- Page 8: Confirmation that Expressions of Interest (EOI) will be required from service providers to deliver and operate public EV chargers
- Page 8: Reference that Council may lead delivery of EV charging infrastructure in appropriate circumstances and apply for State and/or Commonwealth grants
- Page 8: Requirement for ongoing evaluation and monitoring using data provided by service providers to ensure community benefits are being achieved
- Page 9: Requirement for lease or licence agreements between service providers and Council, with the condition that EV infrastructure must draw electricity from 100% renewable sources
- Page 9: Clarification that only charging for e-bikes may be considered in Council managed parks near existing infrastructure, but existing car parking spaces associated with parks will be considered for EV charging
- Page 9: Reordering of site selection criteria based on the main considerations that came through the engagement process

- Page 9: Consideration of existing parking demands and impact on activity centres and businesses when assessing EV charging locations
- Page 9: Inclusion of expected user type and desired linger time as an important consideration in site selection
- Page 9: Inclusion of accessibility for people with additional mobility needs when considering locations
- Page 9: Inclusion of opportunities to utilise ancillary energy services (such as Vehicle to Grid (V2G) technology) to be considered
- Page 9: Inclusion of opportunities to incorporate education and information about Wurundjeri Woi Wurrung land and culture into new infrastructure.

Private EV Charging on Public Land

At the 28 February Council meeting it was noted that at this stage, it was not proposed that the policy would cover requests for installing private charging infrastructure that is for exclusive private use on public roads/land to service private properties. The questions and implications of this are complex with impacts on other residents. This will be explored further and come to Council to consider in future.

The EV Charging Policy does allow Council to consider installing public charging units on local streets. This enables possible solutions for residents that don't have parking on site, for example it would enable 'demand responsive' models where residents could request publicly accessible chargers on local streets.

CONSIDERATION OF LOCAL GOVERNMENT ACT (2020) PRINCIPLES

Financial Management

The DTS guides Council's delivery of transport programs and provides a vehicle for integrating sustainable transport into the delivery of related capital works projects across other areas of Council.

The EV policy specifically seeks to leverage private sector funding because it is fair for users, not ratepayers, to cover the costs of this infrastructure. This also means that this policy does not rely on Council funds. The policy would allow Council to consider proposals from third party businesses to own, operate and maintain public charging infrastructure. The role of Council in this model is to provide land (with a lease/licence agreement), and enforcement to ensure compliance with the EV parking restrictions. Both the leasing function and enforcement function are provided within Council's normal operating budgets.

The costs associated within installing electric vehicle charging infrastructure and the ongoing maintenance will be borne by the EV charging operators with chargers typically implementing a 'user-pays' model or costs are re-couped through advertising.

Council may also consider grant opportunities to cover the cost of installation.

Other Principles for consideration

Overarching Governance Principles and Supporting Principles

- (b) priority is to be given to achieving the best outcomes for the municipal community, including future generations;
- (c) the economic, social and environmental sustainability of the municipal district, including mitigation and planning for climate change risks, is to be promoted;

- (d) the municipal community is to be engaged in strategic planning and strategic decision making;
- (h) regional, state and national plans and policies are to be taken into account in strategic planning and decision making;

Public Transparency Principles

- (a) Council decision making processes must be transparent except when the Council is dealing with information that is confidential by virtue of this Act or any other Act;
- (c) Council information must be understandable and accessible to members of the municipal community;
- (d) Public awareness of the availability of Council information must be facilitated

Strategic Planning Principles

- (e) strategic planning must provide for ongoing monitoring of progress and regular reviews to identify and address changing circumstances;

Service Performance Principles

- (d) a Council should seek to continuously improve service delivery to the municipal community in response to performance monitoring;

COUNCIL POLICY CONSIDERATIONS

Environmental Sustainability Considerations (including Climate Emergency)

Transport is the third largest and fastest-growing source of greenhouse gas emissions in Darebin, making up 15% of the total. Effective and decisive action is required to mitigate and adapt to climate change. A global transition to electric vehicles is underway, and the refreshed transport strategy will provide direction to ensure the Darebin community benefits from this transition.

Equity, Inclusion, Wellbeing and Human Rights Considerations:

An Equity Impact Assessment (EIA) was undertaken in December 2021 and raised several issues, which were considered in the DTS refresh.

During community consultation and through the EIA process it was identified that personal ownership of EV's or other vehicles is beyond the means of many community members. Additionally, many community members also experience 'transport disadvantage' through inequitable access to public transport and safe bike and walking routes, especially in the northern and eastern areas of Darebin.

In this regard, it was recognised the important role the DTS plays in overcoming these barriers and providing a range of convenient and safe transport choices. Through its various policies and actions, the DTS remains an important strategic document that directs public transport, bike riding, walking and road safety improvements within the municipality.

The connection between disability and transport/movement was identified during consultation particularly the challenges experienced by people with disabilities, parents of young children, and older people. The DTS remains well placed to respond to these challenges and there are several actions within the DTS that seek to address and improve the transport environment for those living with a disability.

Safety was also an important theme during the consultation, particularly for those who rely on public transport; 97% of survey respondents supported the proposed 'community safety' action item.

Consultation with Aboriginal and Torres Strait Island people highlighted the importance of recognising that infrastructure will be located on Wurundjeri Woi Wurrung land, and to use this project as an opportunity promote Aboriginal culture. This has been reflected in both the DTS and EV Policy.

Economic Development and Cultural Considerations

Transport and economic development are intrinsically linked. Improving the efficiency of Darebin's transport systems allows local businesses to attract customers and employees, for goods to be despatched and received, and for community to access economic opportunities.

In-person arts and culture events are resuming as COVID-19 restrictions are eased by the Victorian Government. This will result in increased travel to and from events both within and outside Darebin.

The Darebin Transport Strategy refresh will consider and support the needs of our diverse community.

Operational Impacts

Tree management, waste collection, asset management and other operational needs and impacts have been considered as part of the Darebin Transport Strategy refresh process and in the development of the EV Policy.

Legal and Risk Implications

Council has legislated requirements under several State acts and policies related to transport. These include the *Transport Integration Act*, *Road Management Act*, *Road Safety Act* and *Local Government Act*. The DTS and EV policy align to these requirements

IMPLEMENTATION ACTIONS

Council's

Should Council endorse the recommended DTS and EV policy, the implementation of EV chargers is expected to follow the below timeline for the remainder of 2022:

- Endorsement of EV Policy - June 2022
- Expression of Interest (Eol) process prepared and assessment of Council preferred sites – July-September 2022
- Service providers invited to submit Eol - October 2022
- Internal review of Eol's and lease agreements drawn up and signed – November 2022 - January 2023
- Installation of first EV Chargers following necessary permits and traffic management plans – February 2023 onwards.

RELATED DOCUMENTS

- Going Places, Darebin Transport Strategy 2007-2027 (with addendum as adopted 7 December 2015)

Attachments

- Going Places Darebin Transport Strategy 2007-2027 - Updated 2022 (**Appendix A**) [↓](#)
- Electric Vehicle Charging Policy 2022 Parts A and B (**Appendix B**) [↓](#)
- Darebin Transport Strategy and Electric Vehicle Policy Consultation Report (**Appendix C**) [↓](#)
- DTS Refresh and EV Policy Community Engagement Summary and Responses (**Appendix D**) [↓](#)
- Strategic Transport Framework Plan 2022 (**Appendix E**) [↓](#)

DISCLOSURE OF INTEREST

Section 130 of the *Local Government Act 2020* requires members of Council staff and persons engaged under contract to provide advice to Council to disclose any conflicts of 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.



GOING PLACES
Darebin Transport Strategy 2007 - 2027



Policies and Actions Updated: 2022

FOREWORD

Going Places—the Darebin Transport Strategy is our plan for managing transport and traffic in the City of Darebin over the next 20 years. Its aim is to enable all Darebin residents to go wherever they want with ease while addressing the environmental and social issues caused by our existing car-based transport system.

Going Places builds on our Integrated Transport Plan (ITP), released in 2000, which established a framework for a smarter, more equitable and sustainable transport system. The ITP was successful in raising the profile of key local transport issues and led to a number of enhancements within the municipality including pedestrian, cycle and activity centre improvements, changes in travel behaviour and innovative policy development and application.

The recommendations of the ITP are still valid. However, new government policies and increased community concern about climate change and peak oil mean that an updated plan is needed to maintain Darebin's position at the leading edge of transport planning. Going Places is that update.

I hope you will come on the Going Places journey with us.

Mayor of Darebin

Darebin City Council acknowledges the Wurundjeri Woiwurrung people who are the Traditional Owners of the land on which Darebin stands. Darebin recognises their continuing connection to land, water and culture, and pay respects to Elders past, present and emerging.



CONTENTS

“ The key to liveability is managing land use and transport networks to maintain the highest level of access to community, services and employment opportunities. ”

Meeting Our Transport Challenges—Connecting Victorian Communities
Victorian Government, May 2006

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INTRODUCTION

Background

In 2000, Darebin City Council released the Darebin Integrated Travel Plan (ITP). This document established a new approach to transport planning in Darebin, which recognised that transport networks and people's travel movements can be detrimental to other important aspects of the City that people value. Therefore, the ITP sought to balance the provision of good transport networks with concern for the environment, social welfare and the City's economic prosperity.

The ITP was reviewed in 2006. This review confirmed that it had been at the leading edge of sustainable transport practice and set an example for transport planning within Victoria and beyond. However, it also identified that some key circumstances have changed, warranting a reassessment of some of its directions.

Since the release of the ITP, the State Government has launched a number of important metropolitan and state-wide policy documents, including Melbourne 2030, the Metropolitan Transport Plan, Meeting our Transport Challenges, Linking Victoria and Growing Victoria Together. It is important that Darebin's transport planning is aligned with this broader policy context.

At the same time, public awareness of global issues such as climate change and peak oil has increased.

In light of these important changes, Council determined that a new transport plan is required. Going Places, the Darebin Transport Strategy (DTS), builds on the ITP, continuing Council's work in ensuring that the community can access its needs conveniently, safely and in a sustainable way.

Process

The DTS was developed through a highly collaborative process involving the Darebin community, key State Government staff, Darebin councillors and Council staff. The Darebin community was consulted three times during the development of the Strategy, resulting in over 1,200 responses.

A Steering Group was established to guide the development of the DTS. This included senior representatives of the Department of Infrastructure, VicRoads, the Department of Sustainability and Environment, the Department of Victorian Communities, the community and Darebin City Council. A Working Group was also set up to provide more detailed input into the Strategy. This group was made up of officers from the same organisations. An Internal Reference Group was established to ensure all aspects of Council operations were involved at key points during the development of the strategy.

The members of these groups are listed on page 25.



Context

There is increasing concern in the community about the impact that travel and transport options can have on important aspects of the environment, community, health and wellbeing and economy. In particular, the DTS responds to the following issues:

Climate change and air quality—motorised transport is a significant contributor to greenhouse gases and other emissions that are detrimental to air quality and our climate.

Obesity—the trend towards motorised transport and away from walking and cycling has led to poor health outcomes.

Disadvantaged—the elderly, youth, disabled or those with mobility issues require high quality public transport options.

Population growth—Melbourne's growing population—particularly to the north of Darebin—combined with a trend towards smaller households, has increased travel demand.

Peak oil and petrol price rises—the rising price and potential reduction in the availability of petrol places increased importance on good public transport, walking and cycling networks.

Increasing road congestion—despite improvements to the road network, congestion is increasing and is likely to continue to increase—particularly in terms of freight.

These issues are common across the developed world. In response, transport planning has shifted from planning for new roads to policies that create more efficient urban environments. These include:

Melbourne 2030—Planning for sustainable growth

Melbourne 2030 is a planning strategy for the whole metropolitan area, released in 2002. It establishes broad policies for how and where development and supporting transport infrastructure is to occur. Melbourne 2030 makes a strong link between development and public transport networks. In particular, it promotes new development around existing activity centres that are well-served by public transport, such as Preston, Reservoir and Northcote.

Linking Melbourne—Metropolitan Transport Plan

Linking Melbourne is a plan for the development and management of Melbourne's transport system. It details how the Principal Public Transport Network (PPTN) will be developed. This includes an extension of the Epping rail line to South Morang and the introduction of SmartBus routes (including the Green and Red Orbitals) which will link Darebin with other middle ring suburbs.

Meeting our Transport Challenges

Meeting our Transport Challenges outlines how Linking Melbourne will be implemented. It identifies planned expenditure in transport projects across Melbourne. These include the "Red Orbital" SmartBus and local bus service improvements in Darebin.

A focus on accessibility—an emphasis on moving people and goods, rather than cars. This often translates to prioritising public transport, walking and cycling over single occupant vehicles.

Transit-oriented development—an emphasis on developing new housing in locations with good public transport and convenient access to jobs, shops and services.

Local living—a focus on providing daily needs—such as local shops, schools and community services—within walking distance of where people live, to minimise their need to travel.

Travel behaviour change programs—encouragement for people to make responsible travel choices that recognise the detrimental impacts of motorised travel.

ASPIRATIONS

Vision

In 2027 Darebin is a community where transport plays a positive role in connecting residents, visitors and employers so that its social networks are strong, local and metropolitan opportunities are accessed easily and the local economy prospers. This is achieved while the people and businesses of Darebin increasingly live within their means, using natural and human resources wisely to reduce the negative environmental and social impacts of travel.

Objectives

Eight key objectives have been identified to guide future decisions about transport in Darebin. The objectives are outlined below.

To improve local and metropolitan accessibility

The focus of the DTS is on accessibility, rather than travel for the sake of it. One way of increasing accessibility is to bring destinations closer to where people live.

“Local living” aims to enable people to access their daily needs within walking distance of their homes, thereby reducing the need for them to drive (and, if they still choose to, reducing the distance that they have to drive). Daily needs may include convenience shops, a kindergarten, a primary school and local community services. “Local living” also has a number of other social and economic benefits, including supporting local businesses and contributing to a sense of community.

However, not all destinations can be viably provided within every neighbourhood, due to the size of their catchments. Therefore, the DTS seeks to ensure that these destinations can be accessed by ‘sustainable’ modes of travel—public transport and cycling. This means better links to central Melbourne and cross-town routes to centres in adjoining suburbs.

To increase the role of sustainable transport modes

Cars and trucks are the least energy-efficient form of travel (on land) and the greatest contributor to environmental pollution. Therefore, the DTS seeks to promote alternative, more sustainable ways of moving people and goods—walking, cycling, public transport and rail-freight.

This is achieved by increasing the attractiveness of those modes through improved services and facilities, priority over other modes, and reducing the attractiveness of the car through reduced priority and other travel demand management techniques.

To build new developments that reduce transport demands

The need to travel and the lengths of journeys can be influenced by the way land is developed. Building housing and key destinations such as jobs, services and shops closer to each other reduces the distances people need to travel, in turn increasing the chance of them utilising more sustainable modes. Concentrating housing closer to public transport increases the chance of residents using it to access more distant destinations.



To increase social inclusion for residents

The ability for Darebin's residents to access jobs, schools, community services and shops is an essential element of 'social inclusion'—the degree to which people are able to participate in community life. However, a significant number of Darebin's residents do not have easy access to a car. This is exacerbated by the fact that the north of the municipality, where car ownership is lowest, is also the part of Darebin that is least well-served in terms of public transport.

Therefore, the DTS seeks to enhance public transport and improve on community transport delivery in of the municipality. As funding for public transport and community transport is limited, this may require a redistribution of transport resources from well serviced areas of the municipality.

To improve health and environmental outcomes

Motorised transport is the second largest contributor to greenhouse gases in Victoria. It is also detrimental to air quality, noise and amenity. On the other hand, "active" modes of travel—walking and cycling—have minimal environmental impacts and foster increased personal health.

Therefore, the DTS seeks to reduce the need for travel and, where it is required to promote travel modes that minimise their impact on the environment and enhance personal health.

To improve community safety

Darebin has experienced a reduction in road accidents over the last few years. However, its roads can still be unsafe, particularly for vulnerable users such as pedestrians and cyclists. The number and vulnerability of these users is likely to increase with the ageing of Darebin's community and other external factors.

Therefore, the DTS seeks to continue to improve the safety and perceived safety of Darebin's transport networks.

“ I now walk to the shops instead of driving; 6km per week of less driving. Even small amounts add up. ”

Paula, 50, Northcote

To integrate quality urban design, economic development and access

Darebin reflects Melbourne's very car-based society. As a result, the economic prosperity of some of its businesses relies on vehicular access, parking for customers and freight deliveries. However, many people choose to or have no choice but to use other means of travel to access activity centres. In addition, traffic and car parks can adversely affect the pedestrian amenity of activity centres.

Therefore, the DTS seeks to provide good access to its centres and other employment areas by all modes of travel and to balance their needs in the design of streets while accommodating freight vehicles.

To engage stakeholders through effective communication

Travel behaviour can be influenced through education and marketing. The DTS seeks to inform the community so individuals can make knowledgeable choices about travel, building on the willingness shown to adopt more sustainable practices.

Some aspects of travel in Darebin, such as the main roads and train services, are not controlled by the Council. Therefore, Council will work closely with other organisations to ensure a coordinated approach to delivering transport in the municipality.

In order to meet these Objectives six areas of policies and actions have been identified.

LAND USE AND DEVELOPMENT

The way that land is used and developed has a fundamental impact on transport. It generates a need for people to travel to and from that development. How far it is from related uses influences the length of journeys between them. How far it is from public transport, how much parking it provides and how well it is designed influences how those journeys are made.

Melbourne 2030 encourages new development to be concentrated in activity centres in order to locate people close to public transport, shops and services. Darebin has two Principal Activity Centres (Preston and Northland), two Major Activity Centres (Reservoir and Northcote) and a Specialised Activity Centre (La Trobe Technology Park). Of these, Preston, Reservoir and Northcote contain railway stations, Northcote is also served by trams, and all have bus services. New development within and close to these centres will generate shorter trips due to the proximity of employment, shops and services, and support the use of public transport.

Recent years have seen a significant increase in planning applications for apartment developments, mainly in the south of the municipality. Depending on their location, these have the potential to increase the number of people who live close to jobs, public transport, shops and services.

The number of jobs within Darebin has been steadily declining over the last few years. This means that more people have to travel further to get to work. One response to this is to attempt to attract new employers to Darebin. Ideally, these should be in industries that match the skills of Darebin’s workforce and be located close to public transport. Another response is to encourage more Darebin residents to work from home, which is more common across Melbourne as a whole.

The design of new development influences people’s travel behaviour by making walking and driving more or less attractive. Development can encourage walking by addressing streets with windows and pedestrian entrances and providing verandahs or canopies over the footpath. Development can influence the likelihood of people driving to it through parking provision.



“ ... the development of... centres will encourage more local activities with shorter travel distances and greater opportunities to use public transport, cycling and walking. ”

Meeting Our Transport Challenges—Connecting Victorian Communities
Victorian Government, May 2006

Key concept: Local Living

“Local living” aims to enable people to access their daily needs within walking distance of their homes, thus reducing the need for them to drive (and, if they still choose to, the distance that they have to drive). Daily needs can include convenience shops, a kindergarten, a primary school, open space and local community services. “Local living” also has a number of other social and economic benefits, including supporting local businesses and contributing to the development of social cohesion and a sense of community.

Local living has steadily declined over the last hundred years as personal mobility has increased, household sizes have reduced, retail formats have expanded and the focus of employment has shifted from manufacturing towards service industries. However, increasing road congestion is now beginning to have an adverse impact on people’s willingness to travel longer distances, allowing the possibility that it may again be feasible to provide smaller format retail outlets with a daily needs convenience role, thereby expanding the offer of jobs and services in local areas. Indeed, the Darebin City Council Household Surveys undertaken between 1999 and 2005 indicate that residents are increasingly accessing their daily needs in local centres in Thornbury, Westgarth, Gilbert Road, Fairfield, Preston, Bundoora and Northland (local centre component).

Darebin already contains a number of residential neighbourhoods with local centres that are successfully supporting local living, such as those mentioned above. Others, however, have less capacity to support local living, due to a lack of provision for daily needs or poor public realm amenity. In some cases, these shortcomings may be overcome. For example, new residential development at higher densities can provide greater support for commercial activity, greater awareness can encourage people to use local facilities, and better paths can encourage walking and cycling. There is also potential for more localised distribution of community services.

POLICIES

P1 The development of new key destinations, such as large employers and retail developments, will be directed to existing activity centres well served by public transport. This will reduce the need for people to drive to them and enable multiple purpose trips.

P2 Greater housing densities will be encouraged within and close to activity centres and “higher order” public transport. This will reduce the need for their residents to travel by car.

P3** Sustainable transportation to be supported systematically in new multi-residential, commercial, business and mixed-use developments using the current Environmentally Sustainable Design (ESD) report submission requirements. Council will encourage sustainable transport choices at new developments using the conditioning of planning permits on a site by site basis.

P5 The development of large sites will be required to incorporate public pedestrian and cycle links where they can contribute to a desirable through route.

P6 New development will be required to contribute to a safe, attractive and comfortable pedestrian environment in abutting streets and public open spaces. This will be achieved through building orientation, site layout, minimising footpath crossovers, traffic management and the provision of facilities such as wide footpaths, verandahs, signage, dedicated pedestrian routes through car parks, good connections to public transport or the provision of public transport interchanges.

ACTIONS

A1 Prepare structure plans for Darebin’s activity centres. Structure Plans have already been prepared for Preston and Northcote, and the DTS supports their implementation. Plans are required for the remaining centres. These should identify opportunities for accommodating key destinations and higher housing densities—particularly around train stations—improving access to and the amenity of train stations and other public transport nodes, improving pedestrian and cycle links, enhancing pedestrian amenity and managing car parking.

A2 Undertake studies of Darebin’s small activity centres, and the housing surrounding them, to investigate ways to support greater local living. See Key concept: Local Living. These may include new shops and services, improved pedestrian links, higher-density housing in and around the centres, public realm improvements and programs to promote local purchasing. Priority will be given to the eastern and north-western neighbourhoods of Darebin, which currently have less capacity to support local living.

A3** Support sustainable transportation in new multi-residential, commercial, business and mixed-use developments using Environmentally Sustainable Design (ESD) policies. Continue to implement and refine planning policies that support pedestrian, bike riding and public transport use in new developments.

A5 Review the potential for community services to be delivered more locally. Some community services have to be centrally located due to their size and catchment. However, other services may be able to be delivered more locally or co-located, including Maternal and Child Health Nurses, kindergartens and toy libraries.

A6 Advocate for developer contributions to be allocated to sustainable transport measures. These may include bus shelters, signage, footpath widening and special paving for the mobility-impaired.

A7 Advocate for developer contributions to be allocated to sustainable transport measures. These may include bus shelters, signage, footpath widening and special paving for the mobility-impaired.

A8-1* Investigate opportunities for mixed use development around railway stations and improve bus, tram, walking and cycling accessibility around them.

A8-2* Investigate ways to increase private investment in transport infrastructure in Darebin.

* Denotes updated Policy/Action from the 2015 Darebin Transport Strategy refresh.

** Denotes updated Policy/Action from the 2022 Darebin Transport Strategy refresh.

Key Destinations within Darebin



PUBLIC TRANSPORT

Thinking about travel is usually dominated by the car, which offers a uniquely convenient, flexible and comfortable option for many people. However, a significant number of Darebin’s residents do not have easy access to a car because they are too young, too old, disadvantaged, disabled or belong to one of the 15% of Darebin’s households that do not own a car. With Darebin’s ageing population, the number of people without access to a car is set to increase.

The lack of car access is highest in the north, northeast and eastern parts of the municipality. For these people, walking, cycling and public transport are their only options for getting about.

Darebin has an extensive public transport system made up of trains, trams, buses and taxis. These services reach most parts of the municipality. In particular, they connect people to the most popular destinations both within the municipality and beyond.

However, some parts of the municipality—particularly the northwest and east—do not have frequent public transport services. In addition, many services do not run during the evenings or on Sundays. This makes it difficult for some residents to access jobs, services, shops and social opportunities.

In other parts of Darebin, different forms of public transport virtually duplicate each other, offering similar services at similar frequencies and times. Redistributing resources from these areas to other areas with poor public transport would ensure services are provided more equitably across the municipality and better reflect the community’s needs.

International evidence suggests that more people will use public transport if services run on time, if it is inexpensive, if waiting times are not too long, and if the services are relatively close by. Investing in more frequent public transport services and improving reliability through measures such as bus priority pays dividends in terms of the number of passengers.

In particular, more services, express services and better carriages would allow trains to present a real alternative to the private car for trips to work, shop and study in the inner city. In combination with the introduction of Orbital Bus Routes, this would allow other bus services to be focused on higher frequency local routes forming part of the Principal Public Transport Network (PPTN) and providing access to trains and orbital buses. Better quality facilities at train stations, tram and bus stops, better information and cheaper fares can also attract more people to use public transport.



“ ... the provision of attractive and well-patronised public transport alternatives is critical to Melbourne’s future liveability...” ”

Meeting Our Transport Challenges—Connecting Victorian Communities
Victorian Government, May 2006

However, because transport funding is limited, trade-offs are required to get the best out of the available resources. If public transport services are to be more frequent and reliable, passengers may need to walk a little further to get to them. Some bus passengers may also need to change services during their journey, where at present they may have a direct (albeit less frequent) service. This will require high quality facilities at transfer points, good integration of services and reliable service information.

Darebin currently suffers from extensive through movement, particularly from people travelling between their homes in the northern suburbs and jobs in the inner city and neighbouring municipalities. The population of Whittlesea, north of Darebin, is set to increase by more than 60,000 over the next 24 years. This will increase through traffic unless public transport services to these areas are improved.

Park-and-ride facilities are often located at train stations. However, while these can be effective in attracting people to use public transport, they take up considerable space in locations that may be more valuable for transit-oriented development and they increase local traffic congestion.

Key concept: Darebin Connections

“Darebin Connections” is a framework for the provision of public transport services within the municipality. It identifies four different levels of public transport:

- **Rapid Public Transport Services (RPTS)**—high quality, fast, high frequency services that are not affected by traffic congestion. These services provide connections between central Melbourne and major urban areas, and cross-town connections between suburbs. Within Darebin they include SmartBus routes and train services on the Epping and Hurstbridge lines.
- **Principal Public Transport Services (PPTS)**—fast, high frequency and high quality public transport services operating between activity centres with some priority over traffic. In conjunction with the RPTS, these services facilitate high speed and reliable access around the region. Within Darebin they include tram routes 112 and 86, and bus services forming part of the Principal Public Transport Network (PPTN).
- **Secondary Public Transport Services (SPTS)**—bus services that provide access to activity centres and Rapid and Principal Public Transport Services. Priority measures are appropriate at key congestion points to improve service reliability. SPTS include all bus services in Darebin that do not form part of the PPTN Bus Network.
- **Community Transport Services**—services that provide for groups whose needs are not met by regular passenger transport services. These include community transport for people with disabilities and the elderly, taxis and school bus services. Council will continue to identify opportunities to integrate the Community Transport Services with conventional public transport services to fill existing gaps.

Minimum levels of service quality have been developed for each of the proposed levels of public transport to retain existing passengers and, most importantly, attract new passengers. Higher levels of service may be provided where it is warranted by patronage and where the circumstances of a service require it.

| Service Level Guidelines | Rapid Public Transport Services | Principal Public Transport Services | Secondary Public Transport Services |
|--------------------------|---|---|-------------------------------------|
| Service Strategy | <i>Peak:</i> Express / limited stop / all stop <i>Off Peak:</i> All stop | <i>Peak:</i> Express / limited stop / all stop <i>Off Peak:</i> All stop | All stop |

| | | | |
|--------------------|-----------------------|-----------------------|--|
| Connections | Non-timed connections | Non-timed connections | Reasonable level of integration should be achieved |
|--------------------|-----------------------|-----------------------|--|

| Maximum Frequency | | | |
|------------------------|------------------------------|------------------------------|------------------------------|
| Peak | 10 minutes | 15 minutes | 20 minutes |
| Inter-peak | 10 minutes | 15 minutes | 20 minutes |
| Evening | 20 minutes | 20 minutes | 30 minutes |
| Weekends | 20 minutes | 20 minutes | 30 minutes |
| Minimum Service Period | | | |
| Monday-Friday | 5.00am - midnight | 5.00am - midnight | 6.00am - midnight |
| Saturday | 7.00am - midnight | 7.00am - midnight | 7.30am - 11.00pm |
| Sunday | 8.00am - 10.00pm | 8.00am - 10.00pm | 8.30am - 10.00pm |
| Minimum Reliability | 95% within 5 min of schedule | 95% within 5 min of schedule | 95% within 5 min of schedule |

| Coverage Targets |
|---|
| 100% of all residents should be within 400m of a service on a public transport network. |
| 75% of residents should be within 800m of a rapid or principal public transport service. |
| Significant trip attractors should be located within 400m of a rail station or Orbital Bus Route. |

These service level guidelines are intended to:

- provide a level of service consistent with a world-class city;
- ensure that an acceptable quality of service is provided on all public transport modes in the network;
- provide a consistent and fair basis for evaluating and prioritising existing services and proposed improvements; and
- acknowledge local conditions, differing organisations and practical realities that affect passenger transport service design and provision.



Policies

P7 Road-based public transport will be given priority over single occupant vehicles where possible.

P8-1* Ensure alterations to tram and bus stops have community benefit. Council will support all tram and bus stops in Darebin being made Disability and Discrimination Act (DDA) compliant.

P8-2* Council supports improved public transport connections and level of service within Darebin, and to neighbouring municipalities.

P8-3* Improve connections and access to public transport services by sustainable modes. This includes access by walking, cycling and proximity to car share vehicles.

Actions

A9 Review public transport provision in Darebin in line with the “Darebin Connections” framework. See Key concept: Darebin Connections. As a first step, Darebin proposes that the Department of Infrastructure bring forward its Bus Review to pilot the proposed service level guidelines and redistribution of resources.

A10 Expand and upgrade public transport services to growth areas north of Darebin. This may include higher train frequencies, early provision of bus services to new developments, extending the Epping train line to South Morang and Mernda, and a new train line between Lalor and Epping North.

A11 Introduce additional public transport services linking Darebin to surrounding areas. These may include extending Tram 112 to Reservoir Station, increasing bus coverage in areas with low car ownership and adding PPTN bus routes between Preston and Epping, between Northland and Clifton Hill, and within Reservoir.

A12 Explore ways of giving trams and buses greater priority over cars. This may include adjusting traffic signals for preferential treatment, part-time tram/bus lanes, better access to passengers for set down and pick up, and improved enforcement.

A13 Improve public transport nodes and interchanges within Darebin. This may include station upgrades to accommodate more passengers and the facilitation of safer and easier interchange between different public transport services at main activity centres.

A14 Explore ways of making public transport more affordable and easier to use. This may include initiatives such as a short distance public transport fare, allowing bicycles on trams and buses, publicising taxis that are wheelchair accessible and have child restraints, providing bicycle storage at train stations, real-time information, more legible timetables, facilities at stations such as sub-newsagencies and coffee carts and so on.

A15-1** Promote community safety, with an emphasis on enhancing safety around public transport and improving perceptions of safety. This includes embedding community safety and equity into council’s design practices, advocating for safe community travel and developing programs designed to promote safe travel.

WALKING AND CYCLING

Increasing the rate of walking and cycling is a fundamental ingredient of a healthier, more inclusive and more sustainable future for Darebin's community. Walking and cycling are the least harmful forms of travel to the environment and they improve personal health. Most people can walk, whereas some members of the community are excluded from other forms of transport due to age, financial means and/or cultural background. Walking enables chance encounters, which foster a sense of community, and can help support local businesses by creating passing trade.

Walking is ideal for short trips, such as getting to school. These should increase with the proposed rise in "local living" (see page 8). Continued partnerships with schools through School Travel Plans (see page 22) are also expected to increase walking.

Cycling is suited to a variety of journeys, such as getting to work, particularly with Darebin's relatively flat topography. Walking and, increasingly, cycling are also integral components of any public transport trip.

Darebin already has a well connected street network that provides relatively direct routes in any direction. Most of its streets have footpaths on both sides and there are additional recreational trails such as those along the Darebin and Merri Creeks. Darebin also has a network of strategic bicycle routes along main roads.

However, more can be done to improve the safety, attractiveness, ease of use and awareness of Darebin's walking and cycle networks. This is particularly important given Darebin's ageing population, which

means that more people will need to walk to access local services and public transport in the future. Design of footpaths, shared trails and crossing points is important to cater for all abilities.

The DTS has a five-pronged strategy for increasing the rate of walking and cycling:

- Enhancing the actual and perceived safety of walking and cycling routes in terms of both traffic accidents and personal crime;
- Completing "missing links" throughout the network;
- Improving the amenity of footpaths and crossings;
- Increasing the priority of walking and cycling over traffic in Activity Centres; and
- Promoting and advertising these important modes.



Policies

P9 Pedestrian needs and safety outcomes will be considered in all transport infrastructure upgrades and road works. Whenever roads are being resurfaced or upgraded, Council will integrate pedestrian improvements such as wider footpaths and pram crossings and will consider the immediate and ongoing safety implications for all road users.

P10 All pedestrian projects will comply with a set of walking design and maintenance standards to be developed by Council. This will apply to both Council and private projects, and be focused on safety and accessibility, among other criteria.

P11 Monitoring and maintenance of pedestrian and cycle paths and public spaces will be increased. This will incorporate footpaths and shared paths in Council's Asset Management System.

Actions

A16* Develop a Walking Strategy and Pedestrian Priority Network. Monitor and evaluate the delivery of the Strategy annually.

A17 Develop high quality key pedestrian and cycle links across Darebin. These will be concentrated where there are existing busy pedestrian routes requiring improvement or where new links can be provided along desirable routes. Council-owned land holdings will be reviewed to assess their contribution to completing connections. Improvements may include new connections using abandoned or underutilised land, crossings of barriers such as rail lines, surface improvements, lighting, signage and seating.

A18 Progressively develop and update the Strategic Transport Framework Plan** to inform bike and e-bike related infrastructure priorities within Darebin, including ways to support local bike journeys, and deliver these changes through local area traffic management projects such as Your Street, Your Say.

A19 Increase pedestrian and cycle priority over vehicles within activity centres and along local streets. Removing slip lanes, reducing traffic speeds and "tuning" traffic signals in pedestrians' favour can reduce barriers for pedestrians and cyclists, and create a more enjoyable and a safer environment.

A20 Improve public lighting. This is particularly critical for encouraging people to walk or use public transport for journeys to and from work in winter, for shift workers and evening outings.

A21 Develop pedestrian-friendly design and maintenance standards. These will address the location of public and commercial street furniture, vehicular crossovers, signage, access and safety adjacent to construction projects, maintenance in relation to shared paths, vandalism, littering and graffiti, and so on.

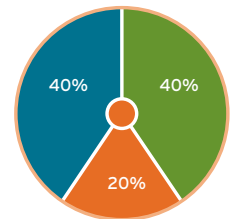
A22 Install secure bicycle parking where it is lacking in key public destinations. These may include shopping areas and local convenience stores.

A23 Better understand walking and cyclist issues and needs. This can be achieved in a number of ways, including surveys, analysing accident data and encouraging cyclists to report concerns.

A24 Ensure monitoring and maintenance of pedestrian and cycle paths are incorporated into Council's Asset Management System.

Average length of trips in Melbourne

Speech by Minister for Roads and Ports, Victorian Road Based Public Transport Advisory Council Summit 29 August 2007



- Less than 2km
- 2km - 5km
- Greater than 5km

THE ROAD NETWORK

Cars will continue to be the most popular form of transport for Darebin's community for some time to come. Trucks are also fundamental to the economic viability of local businesses. However, Darebin's roads are increasingly congested and the planned growth in population to the north of Darebin will further increase competition for road space.

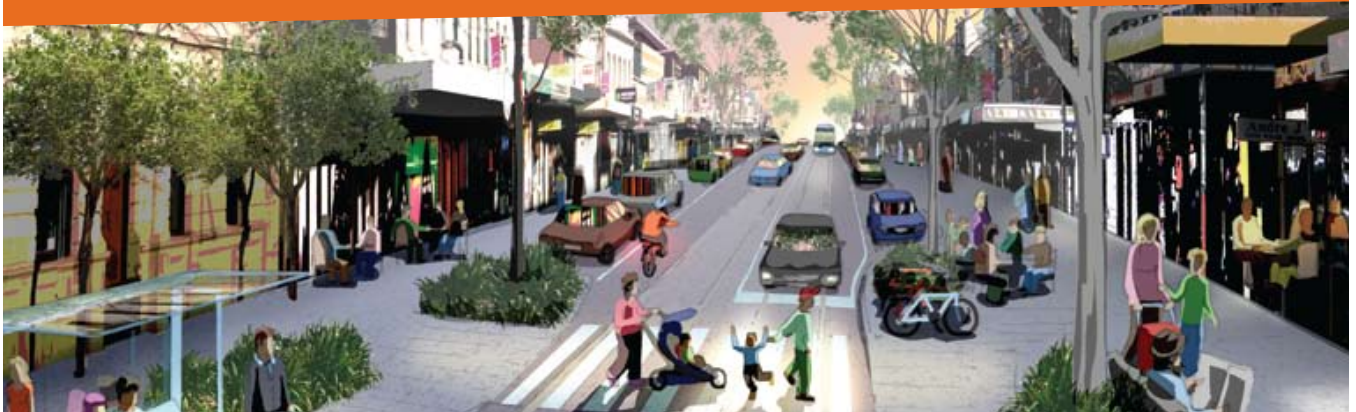
Overseas experience has shown that when "hemmed in" by developed areas on all sides, the level of traffic in urban areas eventually reaches a point where no amount of new road space can adequately cater for it. Even if there was space to build new roads or widen existing ones, each new or widened road quickly fills with additional traffic whose drivers are attracted from other, more congested roads or from public transport. There is increasing evidence that Darebin is reaching this point.

While the provision of additional public transport services will go some way towards addressing this issue, it will also be important to manage the roads to discourage increases in traffic and promote alternative modes of travel. The road network will be managed to give priority to the more sustainable modes of transport. In general, priority will be given to travel modes in the following order:

1. Pedestrians and cyclists
2. Public and community transport
3. High occupancy vehicles and taxis
4. Single occupancy vehicles
5. In addition, positive provision needs to be made for commercial vehicle serving of local centres and employment areas.

However, these priorities need to be varied to respond to local circumstances. This is particularly so on Strategic Corridors (see Key concept: Road Space Management Framework pg 18) where the movement of people and goods will generally (but not always) be given priority over pedestrians and cyclists. Priorities will also need to be varied along the length of individual roads in response to different land uses alongside.

Many businesses rely on easy access for goods delivery. If such access becomes difficult, these businesses may move elsewhere, taking their jobs with them. The continued viability of Darebin's businesses is critical to maintaining and increasing employment levels within the municipality, avoiding the need for people to travel long distances to work outside the city. Therefore, goods access must be maintained by the most appropriate means, even though this may sometimes adversely affect the amenity of surrounding streets.



“ We’ve downsized from two cars to one and I now use a bike/train combination to get to work every day. ”

Tony, 44, Northcote

Key concept: Road Space Management Framework

Darebin has developed a Road Space Management Framework to govern the future management and enhancement of its road network. This complements the existing hierarchy of arterial, collector and local streets.

The framework identifies the following street types:

- **Strategic Corridors (Primary Arterial Streets)**—major roads that either currently or are intended in the future to provide for significant regional and local movement. Within Darebin, these include Bell Street, the St Georges Road/Spring Street/High Street corridor and the Plenty Road/Albert Street/Grange Road corridor. These roads have been identified by VicRoads as “Preferred Traffic Routes” for regional traffic movement. However, this should be measured in terms of the movement of people and freight, rather than cars and trucks. A secondary priority is the provision of safe walking and cycling in these streets.
- **Primary Multimodal Streets**—roads that form part of the Principal Public Transport Network (PPTN) and do not provide for significant regional traffic. High priority should be given to public transport in these streets, in conjunction with walking and cycling in local centres.
- **Secondary Multimodal Streets**—roads that provide for local traffic or local public transport. Priority should be given to pedestrians and cyclists in these streets. Measures to give priority to public transport may also be appropriate if it would otherwise experience significant delays.
- **Local Multimodal Streets**—local streets in activity centres, business and residential areas where priority should generally be given to pedestrians and cyclists. Measures to control traffic speeds may be appropriate in busy pedestrian areas. In Streets that provide primary access to employment areas public transport priority should also be considered. Measures to support the use of residential streets as living space (not dominated by the car) may also be appropriate in “quiet” residential streets.

The actual allocation of road space and detailed management of different road users in each street will be determined on a case-by-case basis, based on the framework set out above, local conditions and consideration of potential impacts on surrounding areas due to displacement of traffic.

The importance of convenient parking in activity centres is recognised. However, first priority for kerbside space in centres will be given to public transport stops and platforms.

On Strategic Corridors, parking controls or removal may be considered to maximise people movement. Public transport stops– including bus boarders and

tram platforms– should have highest priority for kerbside space on these roads.

Road safety was identified by the community as its most important objective for the DTS. While road safety has been improving in Darebin in recent years, there are still a number of blackspots and problem areas. The perception of safety also needs to improve.

Policies

P8 Council will address queries regarding traffic speeds/volumes and on-street parking issues in accordance with its standards and current best practice. Education, encouragement and enforcement solutions are preferred to engineering treatments.

P12 No new roads will be built or existing roads widened to provide for single-occupant vehicles. Road space will be managed to facilitate improved public transport services, improve safety, provide high occupancy lanes or provide local access.

P13 Road space will be managed to give priority to sustainable modes. See Key concept: Road Space Management Framework, page 18.

P14-1* Encourage freight vehicles to use appropriate roads wherever possible to avoid the municipal road network.

Actions

A25 Implement the Road Space Allocation Framework with a focus on managing the road network in line with Movement and Place guidelines. Work with stakeholders to implement projects to reallocate road space as per the Framework. High St, St Georges Rd, Albert St, Grange Rd and activity centres are the priorities. Actions A12 and A19 should be implemented at the same time.

A26* Review and update the Darebin Safe Travel Strategy. Initiatives to be considered include lowered speed limits in residential areas, and specific treatments and programs that enhance the safety of vulnerable road users including pedestrians, cyclists, children and the elderly.

A27* Advocate for reduced speed limits in residential zones and activities centres to reduce risk to vulnerable road users and promote safer walking and cycling conditions.

A29** Continue to manage access to parking in areas where demand is greater than supply with consideration of availability of accessible parking, economic development, equity, sustainability, and also improving the quality of parking supply in new developments.

A30-1* Prepare and implement a Traffic Management Strategy taking into account the Darebin SmartRoads Network Operating Plan and Victoria's Transport Integration Act. The Strategy should introduce new assessment criteria for prioritising Darebin's precincts for Local Area Traffic Management (LATM) improvements. These improvements would support greater local living through improved conditions for walking, cycling, and public transport.

A30-2** Investigate and implement options to better manage freight transport. This will take into account the changing nature of freight, the freight industry, the transport network, key stakeholders and regulators.

A30-3** Monitor changing transport behaviours and needs arising from COVID and make temporary adjustments if needed during outbreaks to support community safety and access by sustainable modes.

A30-4** Monitor long term changes in commuting and transport behaviours and incorporate this into Council's transport improvements planning via its Local Area Place Making programs. Manage emerging transport technologies, such as micromobility, on a case by case basis.

A30-5** Develop policies to manage increasing demand for commercial or private Electric Vehicle charging infrastructure.

A30-6** Improve access to EV charging in Darebin.

CITY OF DAREBIN

Strategic Transport Framework Plan

The Strategic Transport Framework Plan is a map outlining the roles that different roads and paths have in Darebin. The map guides Council so that we can strategically manage our transport network and the different needs of users.



EDUCATION AND MARKETING

Encouraging people to take personal responsibility for the impact of their own travel movements is a key element of a sustainable transport strategy. Darebin has implemented a range of initiatives to enable its residents, employees and businesses to make responsible transport choices. However, more can always be done to educate the community and promote more sustainable behaviour.

Darebin's community is constantly changing. Census data indicates that 28% of residents moved in the last five years. Therefore, travel behaviour change programs need to be repeated over time to influence new residents.



“ Council’s programs have got me into the routine of reducing my car use—I’ve easily halved my car use as a result. ”

Marcus, 31, Preston

Policies

P15 Darebin’s travel behaviour change programs, including Council’s own Green Travel Plan, will be continually monitored and adjusted. The Green Travel Plan identifies ways in which Council’s own travel needs can be met more sustainably. Other programs include working with schools, community groups, residents and user groups.

Actions

A31 Review Darebin’s behavioural change programs. Ensure current and ongoing programs are meeting expectations, continue to be worthwhile and are sufficiently integrated into all new systems and infrastructure delivered by Council.

A32 Pilot and test innovative sustainable transport initiatives. Council is open to innovative ideas and will support well-designed trials of promising ideas.

A33 Promote informed transport choices. This includes a wide range of initiatives including information packs to new residents, quality maps, advice and materials to event managers, free Bike Ed training and use of bicycles in primary schools, walking programs (Walking School Bus and recreational walking groups etc.), supporting community groups to take a leadership role in sustainable transport and local purchasing policies and campaigns.

A34 Communicate with residents, businesses and organisations about the DTS. This may involve a gap analysis of who is currently engaged, a web page, a clear identity for branding, an annual progress report, an annual “have your say” event, incentives to encourage engagement and an annual household survey. It may also include new tools for enabling community participation and increasing community capacity for behaviour change.

A35* Develop and build on successful active travel programs for students. This includes supporting schools who adopt school travel plans, promoting and providing skill-based programs to students and parents, and directing schools to other active travel stakeholders and agencies.

MAKING IT HAPPEN

The table overleaf summarises the actions required to implement the DTS and indicates their proposed timing. This includes a series of actions specifically related to implementation; shown opposite.

In order to evaluate the success of the DTS over time, a monitoring plan has been established. This contains three high level targets:

- Double the share of walking, cycling and public transport for all trips by 2027
- Double the share of walking, cycling and public transport for journey to work trips by 2027
- A reduction in accident rates on local roads equal to or greater than VicRoads' targets.

A number of other measurable goals have also been established to help track the success of the DTS over time:

- Increase the overall mode share for walking, cycling and public transport at a faster rate than the metropolitan average
- Increase the journey to work mode share for walking, cycling and public transport at a faster rate than the metropolitan average
- Reduce accident rates for cars, walking, cycling and public transport faster than the metropolitan average
- Reduce the average vehicle use in Darebin
- Increase the proportion of residents within 400m of a regular bus service and/or 800m of a tram/train service during weekdays off-peak
- Increase the proportion of residents within 400m of a regular bus service and/or 800m of a tram/train service on Sundays
- Increase the proportion of jobs within 400m of a regular bus service and/or 800m of a tram/train service during weekdays peak
- Improve the reliability of public transport services that run on arterial roads at a rate equal to or better than the metropolitan average
- Increase the absolute number of jobs in activity centres



- Traffic on Darebin's major local roads decreases
 - Increase the number of residents who shop locally
 - Increase the proportion of residents taking part in sustainable travel programs
 - Increase the amount of annual funding received from external sources for DTS projects.
 - Increase the number of car share bays in Darebin.
 - Increase proportion of residents living within 400m of Activity Centres, trains, trams and SmartBus corridors.
 - Increase the number of Electric Vehicle charging bays with charging infrastructure in approved public locations.
 - Increase mode share of trips by bicycle.
 - Reduction in crashes per trip for bicycle trips.
 - Increase the number of cycling trips made.
 - Maintain the proportion of residents who positively rate Council's work for bicycles.
- The achievement of these targets will rely on the cooperative actions of many groups, including State Government, Council, residents and businesses.

Actions

A36 Establish effective implementation partnerships. For example, a high level coordination and collaboration partnership (CCP) with key stakeholders to review progress annually and resolve "road blocks" if they emerge, sub-groups to support the CCP on specific projects or programs and targeted partnerships with relevant partners and stakeholders.

A37 Review Council processes to identify ways to support the DTS. This may include reviewing work of other Council departments, incorporating DTS priorities when setting Council programs and budgets, ensure Council staff understand the DTS and its directions, review tender specifications to ensure they support the DTS, develop a more coordinated approach to walking programs across Council, investigating the benefits of a group to oversee Council's walking initiatives and supporting innovation in thinking and program delivery.

A38 Advocate for the continuation of monitoring tools that allow progress on the DTS to be tracked. Tools such as detailed household travel surveys (such as VISTA by Department of Infrastructure) and VicRoads data collection processes are important to Strategies such as the DTS and should therefore be maintained and expanded.

“ A good walk to and from the train station at both ends of the day really helps keep my back mobile, it's good exercise and I enjoy it! ”

Sandy, 47, Reservoir

ACKNOWLEDGEMENTS

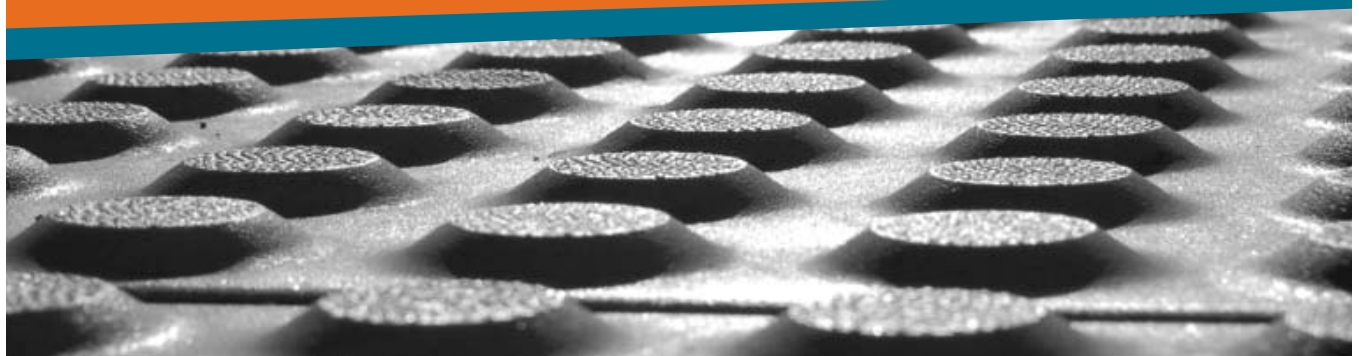
The preparation of the DTS was led by Darebin City Council. However, its development was a collaborative effort involving a number of state government departments and other stakeholders. In particular, Council would like to thank members of the Steering Group and Working Group who provided valuable guidance and input respectively.

Steering Group

| | |
|--|---|
| Department of Infrastructure | Jim Betts, Director, Public Transport Division John Robinson, Executive Director |
| Department of Sustainability and Environment | Peter Watkinson, Regional Director |
| Department of Victorian Communities | Prue Digby, Executive Director |
| VicRoads | Rob Freemantle, Regional Manager, Metropolitan North West Region Ted Vincent, Director Regional Services |
| Community representative | John Collins |
| City of Darebin | Cr Peter Stephenson, Councillor (Chair) Michael Ulbrick, CEO |

Working Group

| | |
|--|--|
| Department of Infrastructure | Michael Pywell, Office of the Coordinator General Paul Hamer, Public Transport Division |
| Department of Victorian Communities | Eveline Kane, Local Government Victoria |
| VicRoads | Sam Pirrotta/Vince Punaro, Metropolitan North West Region |
| Department of Sustainability and Environment | David Kirkland/Lucy Botta |
| City of Darebin | Geoff Glynn (Chair) |



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Consultants

PBAI Australia

Geoff Anson Consulting

David Lock Associates

Applied Development Research

Metropolis Research

ARABIC

يوضح هذا المستند إستراتيجية المواصلات في مدينة داربين؛ 2007-2027. ويحتوي المستند على موجز يوضح السياسات والاجراءات التي سيسعى مجلس المدينة إلى تطبيقها بالتعاون مع الشركاء والمساهمين. وللمزيد من المعلومات حول مضمون الاستراتيجية بلغتك، يرجى الاتصال هاتفياً على الرقم 8470 8470.

CHINESE

這份文件是2007-2027戴瑞賓交通運輸策略。該文件簡述市議會跟其合作夥伴和利益關係者將嘗試實施和採取的政策與行動。如果你想以你的語言查詢該策略內容的詳情，請致電8470 8470。

GREEK

Το έγγραφο αυτό αποτελεί τη στρατηγική για τις συγκοινωνίες στο Darebin, 2007-2027. Περιγράφει τις πολιτικές και ενέργειες που θα προσπαθήσει να εφαρμόσει ο Δήμος, με συνεργάτες και συμμετόχους. Αν θέλετε περισσότερες πληροφορίες για το περιεχόμενο της Στρατηγικής στη γλώσσα σας, παρακαλώ τηλεφωνήστε στο 8470 8470.

ITALIAN

Questo documento è la Strategia per i trasporti di Darebin 2007–2027. Delinea le linee politiche e le attività che il Comune intende mettere in atto insieme a partner e soggetti interessati. Se desiderate ulteriori informazioni nella vostra lingua sul contenuto della Strategia, siete pregati di telefonare al numero 8470 8470.

MACEDONIAN

Овој документ е Стратегија за превозот во Darebin; 2007-2027. Ги истакнува политиките и постапките кои Општината ќе ги преземе со партнерите и заинтересираните. Ако сакате повеќе информации за содржината на Стратегијата на ваш јазик јавете се на 8470 8470.

VIETNAMESE

Đây là Sách lược về lãnh vực chuyên chở trong địa phận Darebin; 2007-2027. Sách lược này trình bày những chính sách và công tác mà Hội Đồng Thành Phố sẽ cùng với những đối tác và những đối tượng chủ yếu cố gắng thực hiện. Nếu muốn biết thêm thông tin về nội dung Sách lược này bằng tiếng Việt, xin gọi đến số 8470 8470.

This publication is available in large print, for copies please phone 8470 8888



City of
DAREBIN

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This document is printed on 100% recycled paper.



Electric Vehicle Charging Policy (a): Policy for New Developments

| | |
|---|--|
| <p>Purpose</p> | <p>Council is committed to responding to the climate emergency and restoring a safe climate. As outlined in the Darebin Climate Emergency Plan 2017-2022, Council is working towards a zero-emissions transport system. Currently, 15% of Darebin community emissions are from transport. This is also the fastest-growing source of emissions. Supporting the transition away from the use of internal combustion engine vehicles (ICE) is one important step towards achieving a zero-emissions transport system in Darebin.</p> <p>Uptake of electric cars, bicycles and other vehicles is increasing rapidly in Darebin and will accelerate significantly over the next few years. This is supported by new vehicle models becoming available in the Australian market and lower purchase costs. Darebin City Council ("Council") has an opportunity to ensure that the community enjoys the benefits from this trend.</p> <p>This policy seeks to facilitate community uptake of electric vehicles (EVs) by specifying conditions under which new developments are required to install EV charging stations and electrical infrastructure for future provision in new residential and commercial developments.</p> <p>There are existing tools in place that guide the inclusion of EV charging infrastructure in new developments. These tools include; Sustainable Design Assessments, Sustainable Management Plans and the Built Environment Sustainability Scorecard.</p> <p>Currently, there is no statutory requirement to provide EV charging infrastructure. This Policy considers future trends and sets out the minimum level needed for avoiding potentially expensive retrofit charging solutions in the future. This Policy goes further than existing planning tools to provide certainty to developers on the minimum expectations of Council at the outset of any planning application.</p> <p>Council acknowledges the Wurundjeri Woi Wurrung people who are the Traditional Owners of the land on which Darebin stands. Council recognises their continuing connection to land, waters and culture.</p> |
| <p>Scope</p> | <p>This Policy applies to all Council employees, particularly Statutory Planning and City Futures teams</p> <p>The scope of this policy relates to new, private developments only. The following are out of the scope of this policy:</p> <ul style="list-style-type: none"> - Council-led and public developments - Public parking facilities - Public EV charging infrastructure (on-street or off-street) |
| <p>Definitions and Abbreviations</p> | <p>BESS – Built Environment Sustainability Scorecard</p> <p>E-bike – Electric Bicycle</p> <p>ESD – Environmentally Sustainable Development</p> |



| | |
|-----------------------------------|--|
| | <p>EV – Electric Vehicle*</p> <p>SDA – Sustainable Design Assessment</p> <p>SMP – Sustainability Management Plan</p> <p>ICE- Internal Combustion Engine</p> <p>*This policy uses the term ‘Electric Vehicle’ as an umbrella term that includes any type of vehicle (not just cars) that is powered by electricity. This includes (but is not limited to) electric cars, electric bikes, electric buses, electric trucks, electric motorbikes, electric scooters etc.</p> |
| <p>Policy Statement(s)</p> | <ul style="list-style-type: none"> ▪ Electric vehicle charging stations and electrical infrastructure for future provision requirements in new residential and non-residential developments <p>This policy provides guidance for new developments to provide electric car and electric bicycle charging infrastructure, as well as enabling for the future provision of electric vehicle charging infrastructure. The requirements are based on BESS tool but goes beyond the minimum requirements to ensure that Darebin is positioned at the forefront of EV support and transition in Victoria.</p> <p>It is preferable that planning applications include the provision and installation of on-site renewable energy generation (for example a rooftop solar photovoltaic system) and battery storage, in addition to the charging infrastructure requirements outlined below.</p> <p>This policy requires that types of developments outlined in the table below include the following standards in their planning application:</p> |



| Type of Development | Application requirements | Electric car charging infrastructure and future provision requirements | E-bike charging requirements |
|--|--------------------------------------|--|--|
| Accommodation / Mixed Use with residential component: | | | |
| <ul style="list-style-type: none"> 3-9 dwellings; or Development of a building for accommodation (other than dwelling) with a gross floor area of between 100sqm to 999sqm. | Sustainable Design Assessment (SDA) | <ul style="list-style-type: none"> A minimum of 20% car parks built with electric car charging infrastructure; and 75% of all car parking spaces be built with future provision requirements | <ul style="list-style-type: none"> At least 1 charging point be provided for electric bicycle charging At least 50% of bike parking spaces are on-ground |
| <ul style="list-style-type: none"> 10 or more dwellings; or Development of a building of accommodation (other than dwelling) with a gross floor area of 1000sqm or more. | Sustainability Management Plan (SMP) | <ul style="list-style-type: none"> A minimum of 20% car parks built with electric car charging infrastructure; and 75% of all car parking spaces be built with future provision requirements. | <ul style="list-style-type: none"> At least 25% of bike parking spaces have charging points At least 50% of bike parking spaces are on-ground |
| Alternatively, to the above requirements: | | | |
| <ul style="list-style-type: none"> A minimum of 20% of car parks to be shared and built with higher capacity electric car charging infrastructure - minimum of 22kW 32A three phase | | | |
| Non-residential | | | |
| <ul style="list-style-type: none"> Development of a non-residential building with a gross floor area between 100sqm to 999sqm; or Alterations and additions of 100sqm to 999sqm. | Sustainable Design Assessment (SDA) | <ul style="list-style-type: none"> A minimum of 5% of car parks built with electric car charging infrastructure; and 20% of all car parking spaces be built with future provision requirements | <ul style="list-style-type: none"> At least 1 charging point be provided for electric bicycle charging where there is a requirement for bicycle parking |



| | | | |
|---|--|---|--|
| | <ul style="list-style-type: none"> ▪ Development of a non-residential building with a gross floor area of 1000sqm or more; or ▪ Alterations and additions of 1000sqm or more. <p style="text-align: center;">Sustainability Management Plan (SMP)</p> <ul style="list-style-type: none"> ▪ A minimum of 5% of car parks built with electric car charging infrastructure; and ▪ 20% of all car parking spaces be built with future provision requirements <p style="text-align: center;">Alternatively, to the above requirements:</p> <ul style="list-style-type: none"> ▪ A minimum of 5% of car parks built with fast electric car charging infrastructure - minimum of 50kW DC <ul style="list-style-type: none"> ▪ At least 25% of bike parking to be provided with charging points in each bike parking area ▪ At least 50% of bike parking spaces are on-ground <p>When assessing applications that seek to provide less EV charging infrastructure than these standards, Council will consider the development site’s context, particularly in relation to publicly accessible EV charging stations.</p> <p>Planning applications should demonstrate that they meet these standards as follows:</p> <ul style="list-style-type: none"> ▪ Minimum infrastructure requirements as outlined in this policy may be delivered through a Sustainability Management Plan or Sustainable Design Assessment, and any supporting sustainable design tool, where the developer would choose ‘EV charging’ as an option. ▪ The proposed location of the charge point(s) and/or infrastructure and cabling is to be drawn, dimensioned and labelled on the plans. The proposed electric car/bicycle charging infrastructure requirements shown on the plans. <p>The development should meet the technical specifications outlined in Appendix A to this policy “Technical requirements for EV charging equipment in residential developments”. These technical requirements may be updated from time to time by Council’s Manager Climate Emergency and Sustainable Transport or any position that is successor to that role.</p> | | |
| <p>Organisational Values</p> | <p>Council’s organisational values enable and support the effective design and application of this policy by guiding staff in the course of their work.</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 50%; vertical-align: top;"> <p>We Make a Difference: We are driven by our desire to make a difference for the people we serve. Our work is purposeful and creates a positive impact for the community. We are proud to work here. Our work matters.</p> <p>We are Accountable: We are empowered to own and take responsibility for our actions. We follow</p> </td> <td style="width: 50%; vertical-align: top;"> <p>We have Integrity: We act with integrity and transparency in conversations and decision-making. Through open and clear communication, we build trust. We’re honest. We walk the talk.</p> <p>We show Respect: We are diverse, inclusive, respectful and caring. We encourage everyone to have a voice and we listen to each other. We recognise one another’s contributions</p> </td> </tr> </table> | <p>We Make a Difference: We are driven by our desire to make a difference for the people we serve. Our work is purposeful and creates a positive impact for the community. We are proud to work here. Our work matters.</p> <p>We are Accountable: We are empowered to own and take responsibility for our actions. We follow</p> | <p>We have Integrity: We act with integrity and transparency in conversations and decision-making. Through open and clear communication, we build trust. We’re honest. We walk the talk.</p> <p>We show Respect: We are diverse, inclusive, respectful and caring. We encourage everyone to have a voice and we listen to each other. We recognise one another’s contributions</p> |
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| | | |
|-------------------------|---|--|
| | through on our commitments and deliver on our promises. We make it happen. We are Collaborative: We are united by a common purpose to serve the community. We work together, connecting within our teams and across the organisation. We are inclusive and collaborative. We are one. | and treat people fairly. We look after each other. We are Creative: We are bold, courageous and innovative. We try new things, experiment and continuously improve. We are open-minded, creative and forward-thinking. We are leaders. |
| Breach of Policy | Breaches of policies are treated seriously. Any concerns about non-compliance should be reported immediately to the owner of this policy. | |

GOVERNANCE

| | |
|---|---|
| Parent Strategy/ Plan | Darebin Climate Emergency Plan 2017-2022 key direction 4 – Zero emissions transport. |
| Related Documents | This policy should be read in conjunction with Council's: <ul style="list-style-type: none"> Electric Vehicle Charging (b): Policy for public charging infrastructure on Council land Council Plan Action Plan Darebin Transport Strategy |
| Supporting Procedures and Guidelines | N/A |
| Legislation/ Regulation | N/A |
| Author | Transport Planner, Sustainable Transport Unit |
| Policy Owner/ Sponsor | Sustainable Transport Unit |
| Date Effective | TBC |
| Review Date | This Policy will be reviewed every 2 years |
| Version Number | TBC |
| Document ID | TBC |
| Content enquiries | Sustainable Transport Unit – Transport@darebin.vic.gov.au |



Appendix A:

Technical requirements for EV charging equipment in new developments

Electric car charging infrastructure requirements for residential developments:

- The electrical supply capacity must be sufficient to supply on average 50% of the rated capacity of each EV charger, during off-peak hours (11pm-7am)
- The electrical system is to supply Level 2 (Mode 3) 7kW, 32A single phase EV charging at a minimum. Electric Vehicle charging infrastructure should be compatible with 'smart' charging technology to assist with load management and allow for ancillary services grid benefits.

Electric car charging infrastructure requirements for non-residential developments:

- The electrical system is to supply Level 2 (Mode 3) 7kW, 32A single phase EV charging at a minimum, while 22kW, 32A three phase EV charging is recommended for most applications.

Future provision requirements for residential developments:

- Electrical infrastructure (including distribution boards, supply capacity, metering, conduits and cable trays (without the EV charger unit) provided must support Level 2 (Mode 3) 7kW 32Amp EV car charging.

Future provision requirements for non-residential developments:

- Electrical infrastructure (including distribution boards, supply capacity, metering, conduits and cable trays (without the EV charger unit) provided must support Level 2 (Mode 3) 7kW 32Amp EV car charging at a minimum, while 22kW 32A three phase EV charging is recommended for most applications.

In all the above cases, a load management system must be installed where the combined power required to charge all cars in spaces with EV chargers, or the future provision of EV chargers, exceed the development's electrical supply infrastructure for charging EVs.

Electric bicycle charging infrastructure requirements:

- An external general power outlet at 10 or 15A is to be located next to a secure on-ground bicycle hoop located at the ground level of the building or a car park that's easily accessible from the street. Electric bicycle parking should allow for more space than the bicycle space requirements at Clause 52.34-6 of the Darebin Planning Scheme as they are typically longer and/ or wider than standard bicycles.



Electric Vehicle Charging Policy (b): Policy for public charging infrastructure on Council land

| | |
|-----------------------|--|
| <p>Purpose</p> | <p>Council is committed to responding to the climate emergency and restoring a safe climate. As outlined in the Darebin Climate Emergency Plan 2017-2022, Council is working towards a zero-emissions transport system. Currently, 15% of Darebin community emissions are from transport. This is also the fastest-growing source of emissions. Supporting the transition away from the use of internal combustion engine vehicles (ICE) is one important step towards achieving a zero-emissions transport system in Darebin.</p> <p>Uptake of electric cars, bicycles and other vehicles is increasing rapidly in Darebin and will accelerate significantly over the next few years. This is attributed to concern over climate change, high petrol costs, the growing availability of new electric vehicle (EV) models, and a lowering of their costs. Darebin City Council (“Council”) has an opportunity to ensure that the community enjoys the benefits from this trend.</p> <p>There are businesses that have established commercial models where they provide and fund EV infrastructure and cover their costs by charging vehicle users. This provides an opportunity to increase EV infrastructure, funded by EV users, as well as State and Commonwealth grants, rather than by ratepayers generally.</p> <p>This policy seeks to facilitate the community uptake of EVs by specifying conditions under which Council may allow EV Charging service providers (“service providers”) to install public EV charging stations on Council land.</p> <p>To promote convenient EV charging options for all residents in Darebin, particularly for those without off-street car parking, Council is seeking to expand the network of public EV charging stations across the municipality.</p> <p>This policy should be read in conjunction with Electric Vehicle Charging (a): Policy for New Developments.</p> <p>Council acknowledges the Wurundjeri Woi Wurrung people who are the Traditional Owners of the land on which Darebin stands. Council recognises their continuing connection to land, waters and culture. Council also acknowledges that new EV charging infrastructure will be located on Wurundjeri Woi Wurrung land.</p> |
| <p>Scope</p> | <p>This Policy applies to all Council employees, particularly Capital Delivery and Climate Emergency and Sustainable Transport teams.</p> <p>The scope of this policy relates to publicly available EV charging infrastructure on Council land only. The following are out of the scope of this policy:</p> <ul style="list-style-type: none"> - Private EV charging infrastructure (on-street or off-street) - |



| | |
|---|--|
| <p>Definitions and Abbreviations</p> | <p>E-bike – Electric Bicycle EV – Electric Vehicle* ICE- Internal Combustion Engine PPN – Principal Pedestrian Network V2G – Vehicle to Grid technology *This policy uses the term ‘Electric Vehicle’ as an umbrella term that includes any type of vehicle (not just cars) that is powered by electricity. This includes (but is not limited to) electric cars, electric bikes, electric buses, electric trucks, electric motorbikes, electric scooters etc.</p> |
| <p>Policy Statement(s)</p> | <ul style="list-style-type: none"> ▪ Electric Vehicle charging stations for public use on land managed by Council <p>This policy sets out how Council may permit commercial EV charging infrastructure on public land, in order to expand the network of EV chargers in Darebin and provide equitable access to EV charging for all residents and visitors.</p> <p><u>Provision of public EV charging infrastructure</u></p> <ul style="list-style-type: none"> ▪ Council will seek to leverage private sector investment as its preferred service model and thereby foster a sustainable service model where costs are born by users rather than ratepayers. ▪ Council will invite Expressions of Interest (EOI) from service providers to deliver and operate public EV chargers from time to time. ▪ Council may seek to lead delivery of EV charging infrastructure in appropriate circumstance, utilising State and Commonwealth grants when available. ▪ Council will reserve the right to decline an application for public EV charging stations <p><u>Operation</u></p> <ul style="list-style-type: none"> ▪ Council may require full life-cycle responsibility to be held by the service provider, including installation and consultation costs, operation, and maintenance. This includes submitting planning permit applications for associated signs and works. ▪ Service providers will be responsible for leading consultation with electricity network service providers to ensure appropriate capacity. ▪ Any agreement with a service provider will be able to be terminated at the end of the charging infrastructure life, or within 10 years, whichever is sooner. Removal of the infrastructure would be the responsibility of the service provider. ▪ Lease and/or licensing agreements, including fees, will be designed on a site by site basis. ▪ EV charging infrastructure will draw electricity from 100% renewable sources. ▪ Ongoing evaluation and monitoring will be undertaken by Council using user data provided by service providers to ensure community benefits are being achieved. <p><u>Locations for public EV charging infrastructure</u></p> <p>Council will identify appropriate sites for charging stations, as well as considering sites proposed by service providers. Council will work with service providers to consult adjacent land owners and occupants and other impacted stakeholders prior to installation.</p> |



| | |
|--|--|
| | <p>Locations that Council may consider for public EV charging infrastructure include any locations where there is currently public parking available</p> <ul style="list-style-type: none"> ▪ Council managed off-street carparks ▪ Off-street carparks and existing infrastructure in Council managed parks ▪ Sporting, recreation and leisure centres, libraries, and other community facilities ▪ On-street carparks on Council managed roads <p>When determining an appropriate site for an EV charging station, Council will consider:</p> <ul style="list-style-type: none"> ▪ A preference for off-street parking locations, to minimise interference with the Principal Pedestrian Network (PPN), active travel routes, public transport routes and access, and other uses of public space (e.g. On street dining) ▪ A preference for preserving biodiversity, including nature strips and other green spaces ▪ Demand for EV charging in the area, with the intent that the amount of infrastructure would match demand ▪ The speed and type of chargers required for the expected user type and desired linger time ▪ Accessibility for people with additional mobility needs ▪ Benefits to local economy in attracting visitors ▪ Proximity to facilities including restrooms, seating, food and water, key destinations, and activity centres ▪ Access to existing grid connection with appropriate capacity ▪ Physical space for charger, transformer, and expected vehicle type, so that charging station does not encroach on other nearby uses or create a safety hazard ▪ A preference to maintain a mix of parking spaces to cater well for all types of vehicles and accessibility needs. ▪ The impact on parking supply for activity centres and local businesses ▪ The potential for ancillary energy services (such as V2G technology) to be utilised ▪ Visibility of the charging station, including signage ▪ Opportunities to incorporate education and information about Wurundjeri Woi Wurrung land and culture into new infrastructure ▪ Any other factors considered relevant by Council <p><u>Parking Restrictions</u></p> <ul style="list-style-type: none"> ▪ In Council carparks, a specified EV charging space would be reserved strictly for EV charging. Vehicles not using the EV charger, including EVs, will not be allowed to occupy the spaces. ▪ All public EV charging stations will be accompanied by parking restrictions to ensure their efficient use and accessibility by multiple users. ▪ Restrictions may vary for different locations, charger types and preferred linger times. <p><u>Application requirements and processes</u></p> <ul style="list-style-type: none"> ▪ Council will establish a clear and transparent process for applications from service providers and these may be updated from time to time. ▪ Council may seek applications or proposals periodically from service providers. Should it do so, it will ensure that this is managed in line with any of council's |
|--|--|



| | |
|------------------------------|---|
| | procurement or transparency policies applicable to ensure best value for community. |
| Organisational Values | <p>Council's organisational values enable and support the effective design and application of this policy by guiding staff in the course of their work.</p> <p>We Make a Difference: We are driven by our desire to make a difference for the people we serve. Our work is purposeful and creates a positive impact for the community. We are proud to work here. Our work matters.</p> <p>We are Accountable: We are empowered to own and take responsibility for our actions. We follow through on our commitments and deliver on our promises. We make it happen.</p> <p>We are Collaborative: We are united by a common purpose to serve the community. We work together, connecting within our teams and across the organisation. We are inclusive and collaborative. We are one.</p> <p>We have Integrity: We act with integrity and transparency in conversations and decision-making. Through open and clear communication, we build trust. We're honest. We walk the talk.</p> <p>We show Respect: We are diverse, inclusive, respectful and caring. We encourage everyone to have a voice and we listen to each other. We recognise one another's contributions and treat people fairly. We look after each other.</p> <p>We are Creative: We are bold, courageous and innovative. We try new things, experiment and continuously improve. We are open-minded, creative and forward-thinking. We are leaders.</p> |
| Breach of Policy | Breaches of policies are treated seriously. Any concerns about non-compliance should be reported immediately to the owner of this policy. |

GOVERNANCE

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|---|--|
| Parent Strategy/ Plan | Darebin Climate Emergency Plan 2017-2022 key direction 4 – Zero emissions transport. |
| Related Documents | <p>This policy should be read in conjunction with Council's:</p> <ul style="list-style-type: none"> • Electric Vehicle Charging (a): Policy for New Developments <p>Council Plan Action Plan Darebin Transport Strategy</p> |
| Supporting Procedures and Guidelines | N/A |
| Legislation/ Regulation | N/A |
| Author | Transport Planner, Sustainable Transport Unit |
| Policy Owner/ Sponsor | Sustainable Transport Unit |

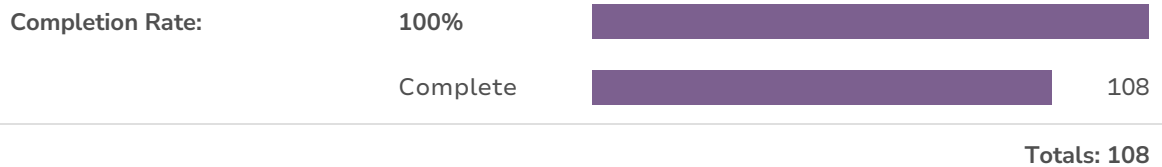


| | |
|--------------------------|---|
| Date Effective | TBC |
| Review Date | This Policy will be reviewed every 5 years |
| Version Number | TBC |
| Document ID | TBC |
| Content enquiries | Sustainable Transport Unit – Transport@darebin.vic.gov.au |

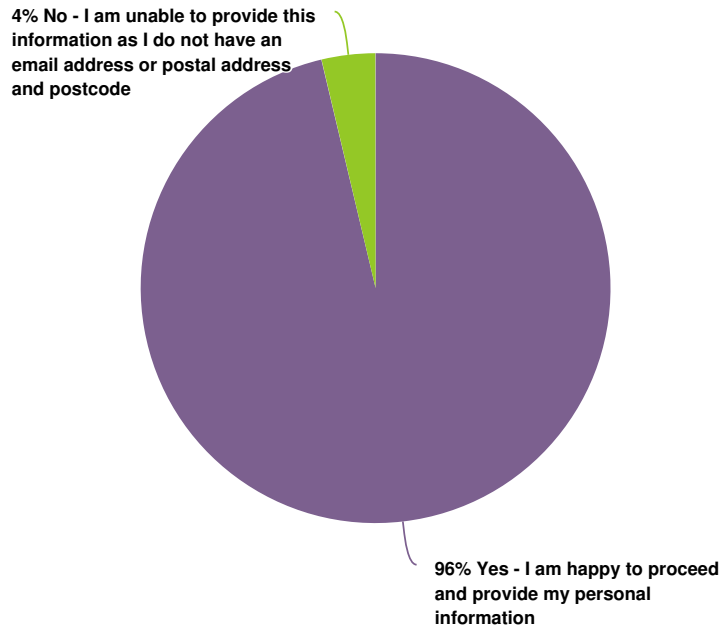
DRAFT

Report for Shape the Future of Transport in Darebin

Response Counts



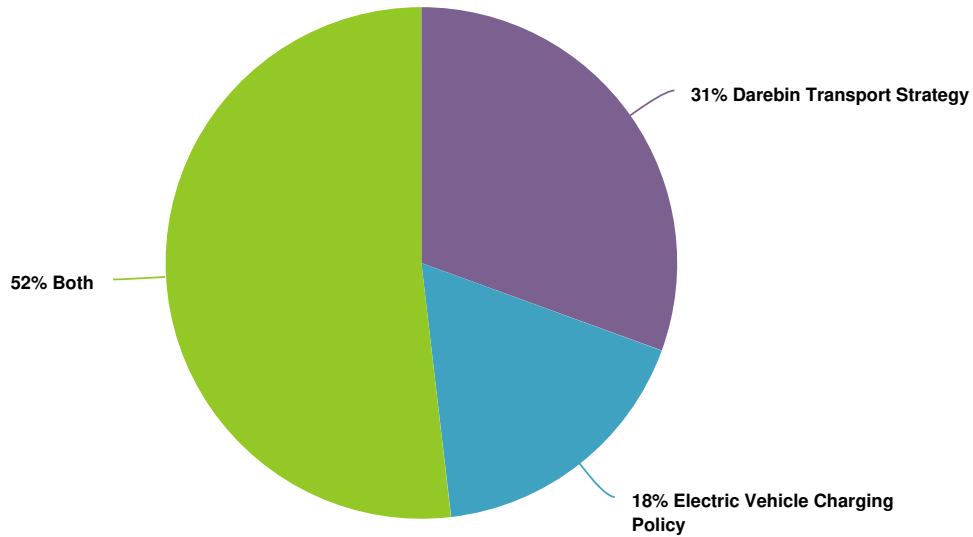
1. Darebin Council has introduced a new approach for all engagements with the community and is collecting some personal information from all participants, such as name and email address or postal address, and postcode.






| Value | Percent | Responses |
|---|---------|-----------|
| Yes - I am happy to proceed and provide my personal information | 96.3% | 104 |
| No - I am unable to provide this information as I do not have an email address or postal address and postcode | 3.7% | 4 |

Totals: 108

2. We are asking for feedback on our refreshed Darebin Transport Strategy and our new Electric Vehicle Charging Policy. Which one would you like to provide feedback on?



| Value | | Percent | Responses |
|----------------------------------|---|---------|-----------|
| Darebin Transport Strategy |  | 30.6% | 33 |
| Electric Vehicle Charging Policy |  | 17.6% | 19 |
| Both |  | 51.9% | 56 |

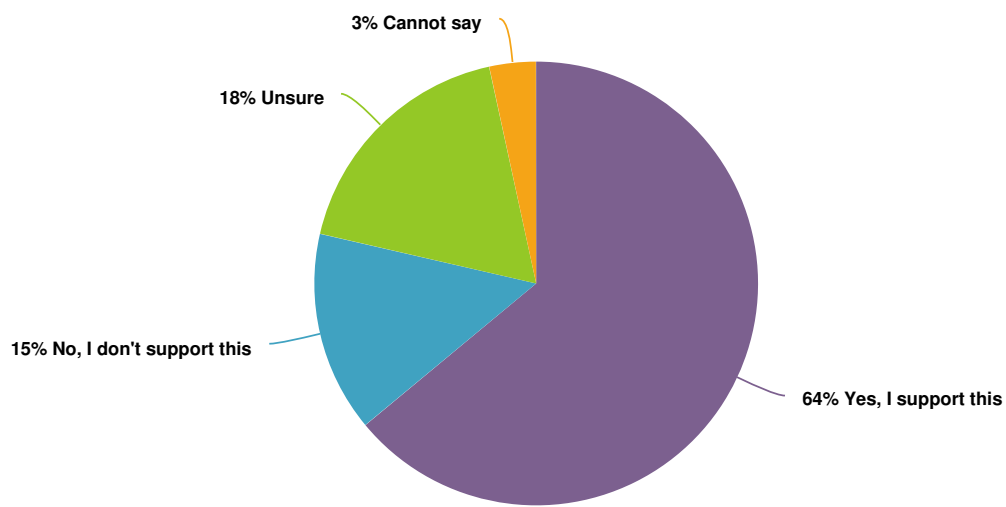
Totals: 108





3. Please indicate if you support the proposed changes outlined below. If you have any comments, please include them in the comments box below.

| | Yes, I support this | No, I do not support this | Unsure | Can not say | Responses |
|---|---------------------|---------------------------|-------------|-------------|-----------|
| <p>a) Sustainable transport in new developments We will continue to encourage sustainable transport choices at new developments as part of our planning permit processes. Count Row %</p> | 77 86.5% | 7 7.9% | 3 3.4% | 2 2.2% | 89 |
| <p>b) Sustainable transport in new developments We will continue to implement planning rules that support pedestrian, bike riding and public transport use in new developments. Count Row %</p> | 79 88.8% | 8 9.0% | 2 2.2% | 0 0.0% | 89 |
| <p>c) Infrastructure Planning We will continue to use our strategic framework map and Local Area Place Making projects to help inform and deliver bicycle related infrastructure. Count Row %</p> | 74 83.1% | 8 9.0% | 7 7.9% | 0 0.0% | 89 |
| <p>d) Parking Management We will continue to consider accessibility, economic development, and equity when managing access to parking in busy areas and new developments. Count Row %</p> | 71 79.8% | 2 2.2% | 12 13.5% | 4 4.5% | 89 |

| | Yes, I support this | No, I do not support this | Unsure | Can not say | Responses |
|---|---------------------|---------------------------|-----------|-------------|-----------|
| e) Community safety We will promote safety at public transport stops and nearby areas, with particular focus on the safety of vulnerable community members. Count Row % | 86 96.6% | 0 0.0% | 1 1.1% | 2 2.2% | 89 |
| f) Freight management We will investigate ways to improve how trucks and freight vehicles travel in Darebin. Count Row % | 79 88.8% | 0 0.0% | 5 5.6% | 5 5.6% | 89 |
| g) COVID-19 transport response We will monitor changes in transport due to COVID-19 and respond as required. Count Row % | 77 86.5% | 3 3.4% | 5 5.6% | 4 4.5% | 89 |
| h) Future Transport changes We will monitor long term changes to how people use transport and take these into account when planning projects. Count Row % | 82 92.1% | 3 3.4% | 4 4.5% | 0 0.0% | 89 |
| i) Electric Vehicle charging We will develop policies to manage the increasing demand for electric vehicles and charging stations. Count Row % | 77 86.5% | 4 4.5% | 7 7.9% | 1 1.1% | 89 |
| j) Electric Vehicle charging We will improve access to electric vehicle charging stations in Darebin Count Row % | 79 88.8% | 4 4.5% | 4 4.5% | 2 2.2% | 89 |
| Totals Total Responses | | | | | 89 |

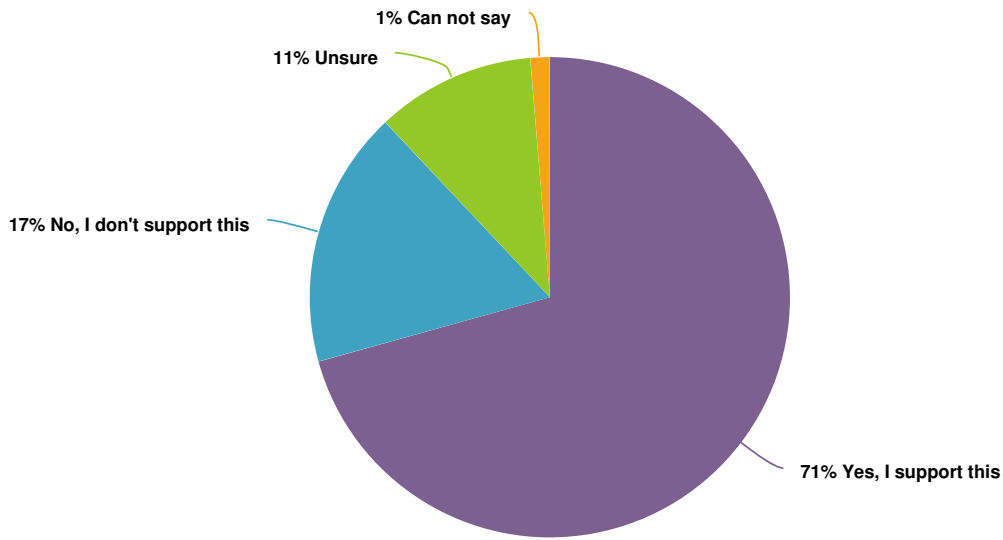
6. Do you support the Strategic Transport Map?



| Value | | Percent | Responses |
|--------------------------|---|---------|-----------|
| Yes, I support this |  | 64.0% | 57 |
| No, I don't support this |  | 14.6% | 13 |
| Unsure |  | 18.0% | 16 |
| Cannot say |  | 3.4% | 3 |

Totals: 89

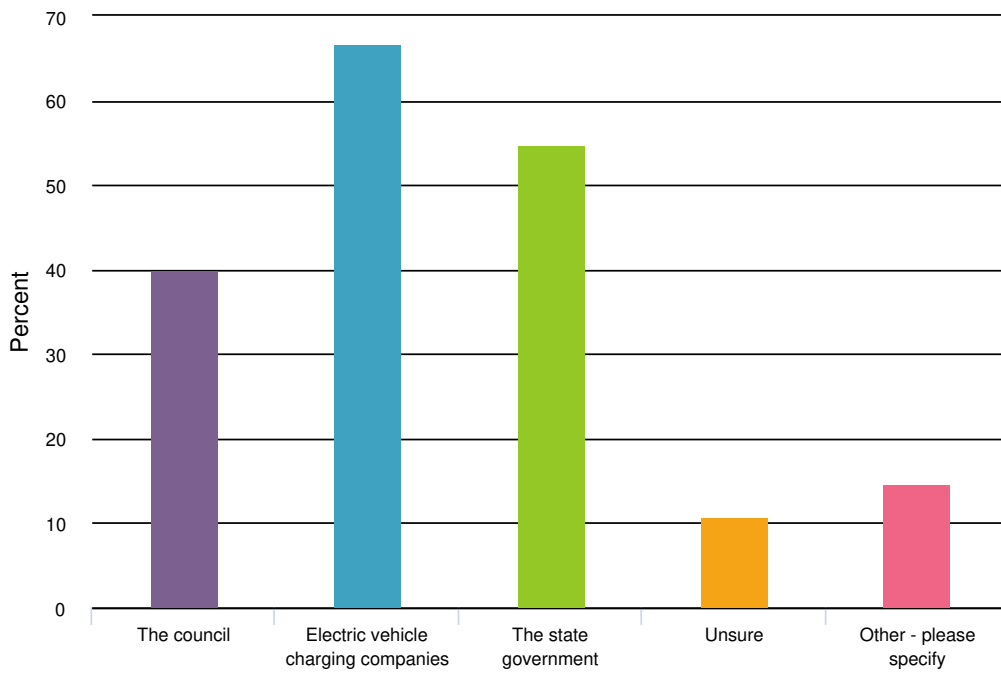
7. Part A of the policy outlines requirements for the number e.g. 20% of car parks in new developments with 3 + dwellings are to be built with electric car charging infrastructure. and type of electric vehicle charging infrastructure in new developments A table of the requirements can be found on pages 3 and 4 of the draft electric vehicle charging policy. Do you support the level of charging infrastructure required in Part A of the Electric Vehicle Charging policy?



| Value | Percent | Responses |
|--------------------------|---------|-----------|
| Yes, I support this | 70.7% | 53 |
| No, I don't support this | 17.3% | 13 |
| Unsure | 10.7% | 8 |
| Can not say | 1.3% | 1 |

Totals: 75

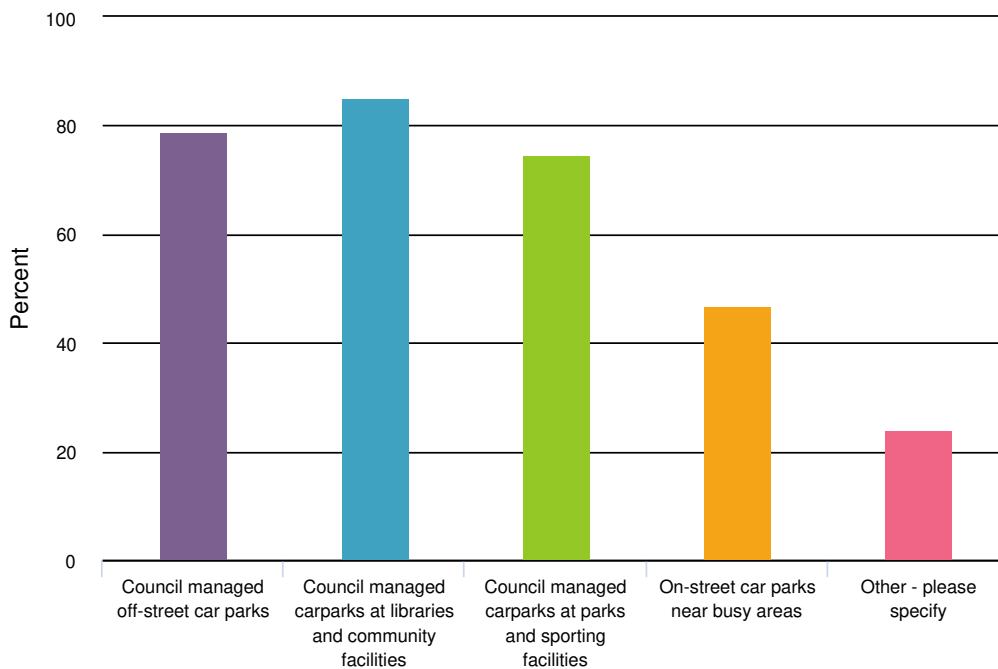
9. Who do you think should pay for the installation and ongoing maintenance of public electric vehicle charging stations? (choose all that apply)



| Value | Percent | Responses |
|-------------------------------------|---------|-----------|
| The council | 40.0% | 30 |
| Electric vehicle charging companies | 66.7% | 50 |
| The state government | 54.7% | 41 |
| Unsure | 10.7% | 8 |
| Other - please specify | 14.7% | 11 |

| Other - please specify | Count |
|---|-------|
| Car owners | 1 |
| Federal gov should subsidise to some extent | 1 |
| National government too. We should be doing everything we can to reduce carbon emissions. | 1 |
| Private business - no different from how a petrol station currently operates | 1 |
| There could be combined initiatives with Council and EV Charging Companies. Perhaps Council providing low cost leasing of land, charging companies paying for installation and operation. Both could apply to State Government for some funding assistance. | 1 |
| This is such a lazy question. How about user pays? | 1 |
| User pays at appropriate levels to neutralise costs. | 1 |
| User pays system | 1 |
| private investors | 1 |
| shopping centres, service stations | 1 |
| those who use them through cost to charge | 1 |
| Totals | 11 |

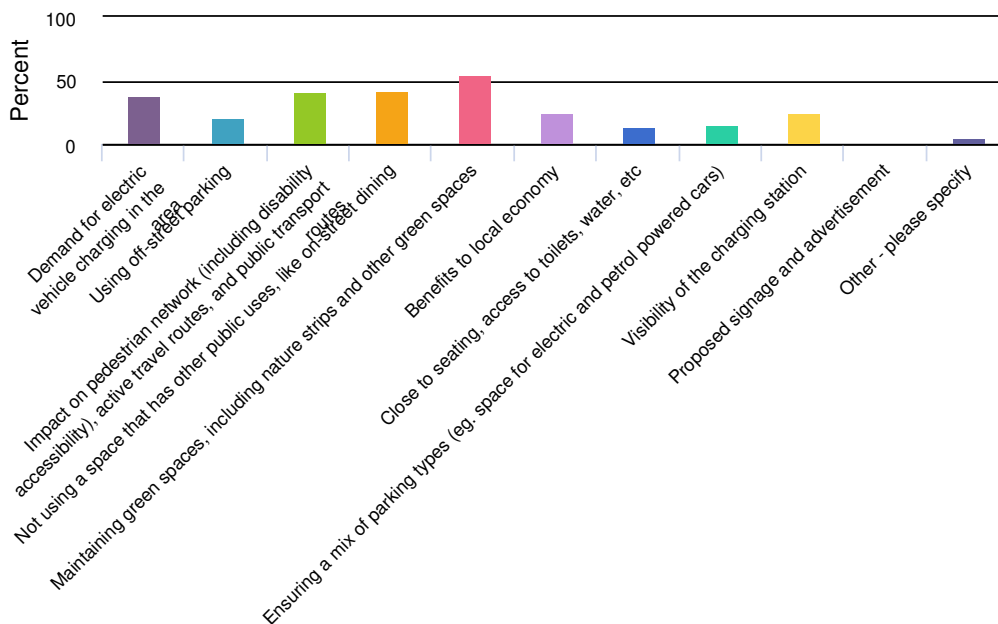
10. Which of the following do you think are appropriate locations for public electric vehicle chargers? (choose as many as you like)














| Value | Percent | Responses |
|--|---------|-----------|
| Council managed off-street car parks | 78.7% | 59 |
| Council managed carparks at libraries and community facilities | 85.3% | 64 |
| Council managed carparks at parks and sporting facilities | 74.7% | 56 |
| On-street car parks near busy areas | 46.7% | 35 |
| Other - please specify | 24.0% | 18 |

| Other - please specify | Count |
|--|-------|
| Businesses | 1 |
| Car parks near train stations, shopping centres (Northland) | 1 |
| Council managed carparks near shopping centres | 1 |
| Got to be everywhere really. | 1 |
| I'd love to see petrol stations and the market be encouraged to take the lead on this. This needs to be sustainable and available en masse to people in the same way fossil fuels are. Would love to see business get behind this and publicly available private car parks at northland, harvey norman etc be used for this. | 1 |
| In local neighbourhood where people live that is accessible | 1 |
| Industrial and private enterprise carparks | 1 |
| None | 1 |
| On street near residential areas | 1 |
| Private car parks, local petrol stations. We do not need to lose any additional public space to EV charging. | 1 |
| Private shopping centres | 1 |
| Privately owned commercial property car parks | 1 |
| Privately owned public spaces (i.e. shopping centres) | 1 |
| Shopping centres and major shopping strips, schools including kindergartens and universities, near playgrounds, supermarkets, leisure centres, train stations. | 1 |
| What about at petrol stations, apparently all these oil and gas companies are supporting a green energy transition, they should put their money where their mouth is. We need to make evs as easy to use as gas guzzlers. | 1 |
| people can have them at home, they're not really that likely to travel hundreds of kms to go to a Darebin library | 1 |
| shopping centres, service stations, private car parks | 1 |
| train station car parks | 1 |
| Totals | 18 |

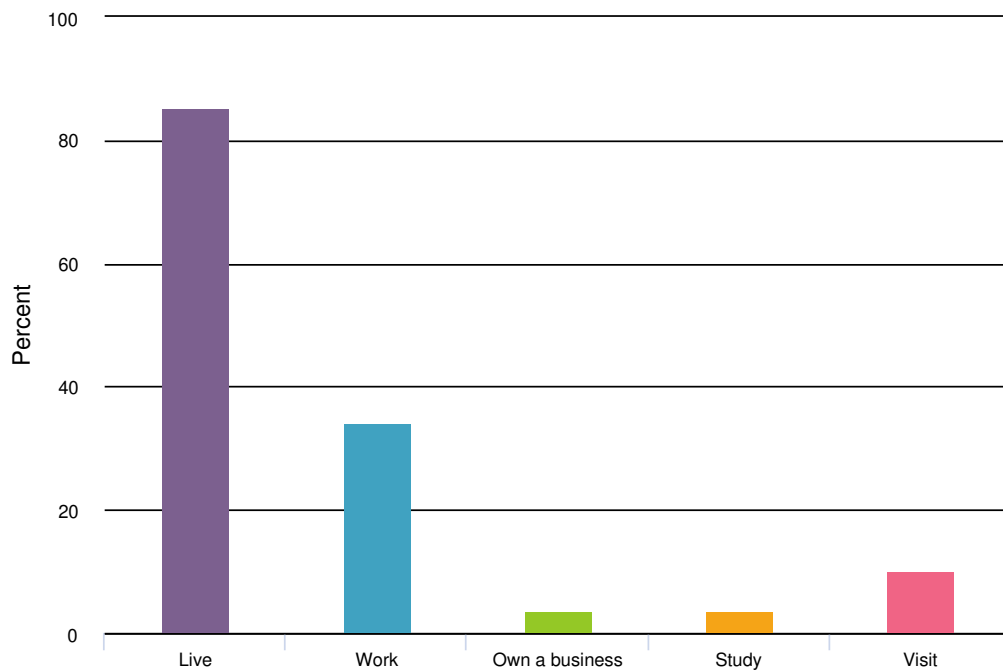
11. Which of these do you consider most important when Council is deciding on a location for an electric vehicle charger? (choose up to 3)



| Value | | Percent | Responses |
|--|---|---------|-----------|
| Demand for electric vehicle charging in the area |  | 38.7% | 29 |
| Using off-street parking |  | 20.0% | 15 |
| Impact on pedestrian network (including disability accessibility), active travel routes, and public transport routes |  | 41.3% | 31 |
| Not using a space that has other public uses, like on-street dining |  | 42.7% | 32 |
| Maintaining green spaces, including nature strips and other green spaces |  | 54.7% | 41 |
| Benefits to local economy |  | 24.0% | 18 |
| Close to seating, access to toilets, water, etc |  | 13.3% | 10 |
| Ensuring a mix of parking types (eg. space for electric and petrol powered cars) |  | 14.7% | 11 |
| Visibility of the charging station |  | 24.0% | 18 |
| Proposed signage and advertisement |  | 1.3% | 1 |
| Other - please specify |  | 5.3% | 4 |

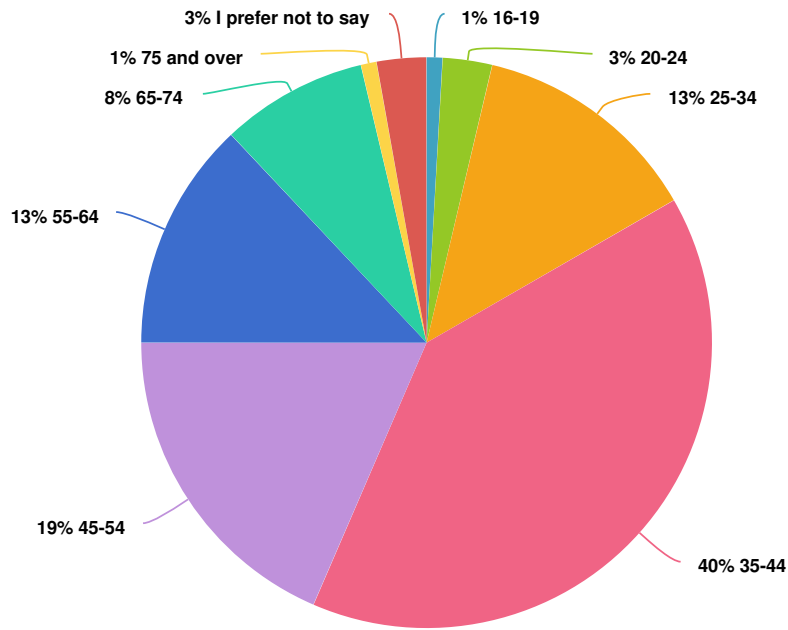
| Other - please specify | Count |
|--|-------|
| Key destinations that people would normally visit on a regular basis; places that they would normally stop at for the required charging time | 1 |
| Nearby amenities, e.g. shops, supermarkets, cafes | 1 |
| No further than 10 minutes drive from any house in the Darebin | 1 |
| accessibility for EV drivers - eg wheelchair, pram users | 1 |
| Totals | 4 |

13. What is your connection to Darebin? (choose all that apply)



| Value | Percent | Responses |
|----------------|---------|-----------|
| Live | 85.2% | 92 |
| Work | 34.3% | 37 |
| Own a business | 3.7% | 4 |
| Study | 3.7% | 4 |
| Visit | 10.2% | 11 |

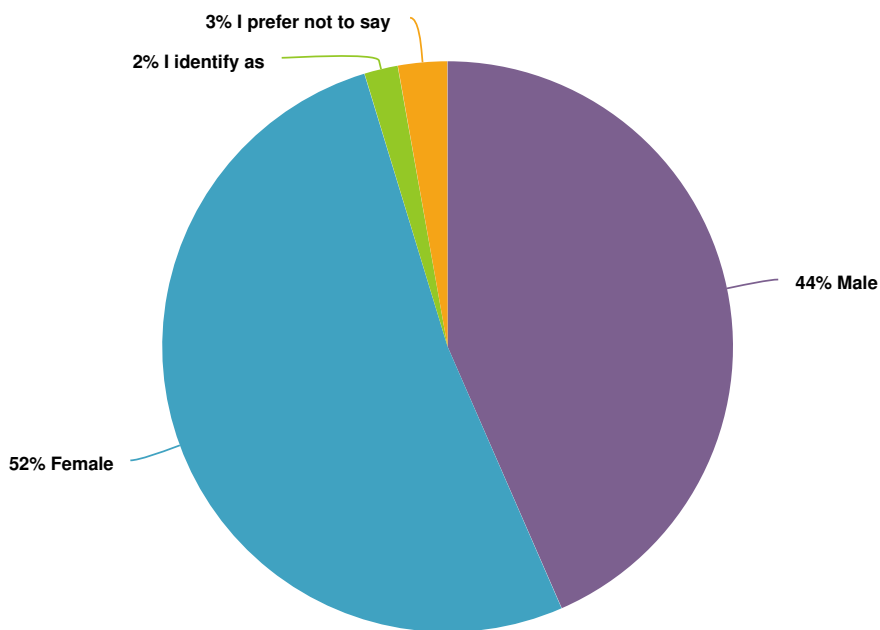
14. What is your age group?



| Value | Percent | Responses |
|---------------------|---------|-----------|
| 16-19 | 0.9% | 1 |
| 20-24 | 2.8% | 3 |
| 25-34 | 13.0% | 14 |
| 35-44 | 39.8% | 43 |
| 45-54 | 18.5% | 20 |
| 55-64 | 13.0% | 14 |
| 65-74 | 8.3% | 9 |
| 75 and over | 0.9% | 1 |
| I prefer not to say | 2.8% | 3 |

Totals: 108

15. What is your gender?

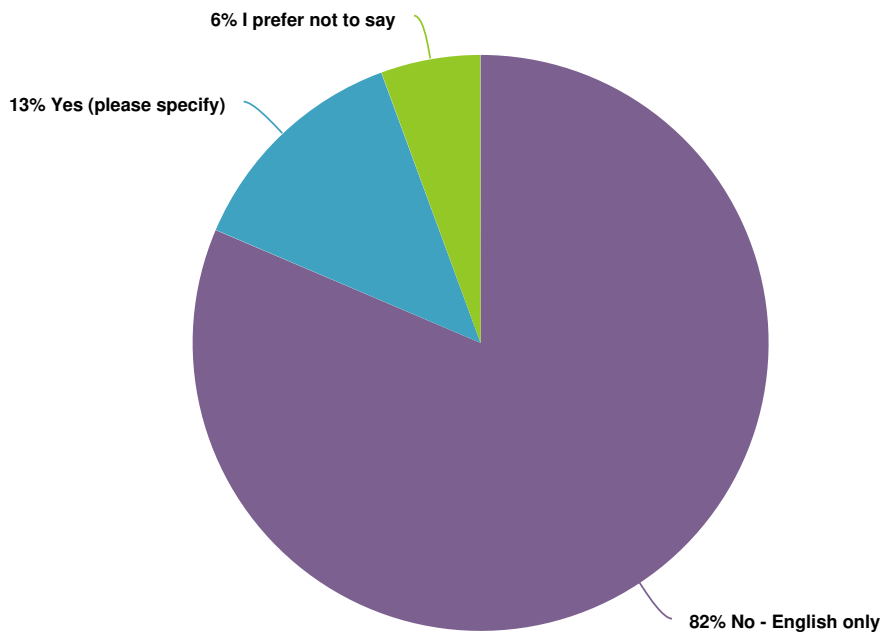


| Value | Percent | Responses |
|---------------------|---------|-----------|
| Male | 43.5% | 47 |
| Female | 51.9% | 56 |
| I identify as | 1.9% | 2 |
| I prefer not to say | 2.8% | 3 |

Totals: 108

| I identify as | Count |
|---------------|-------|
| Agender | 1 |
| Non-binary | 1 |
| Totals | 2 |

16. Do you speak a language other than English at home?

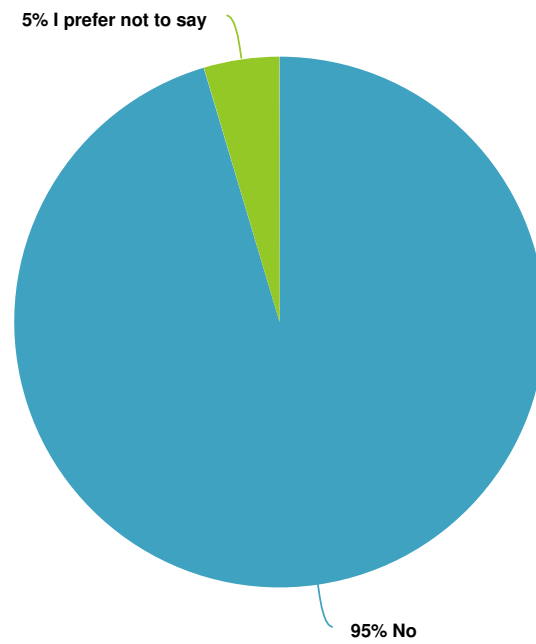


| Value | Percent | Responses |
|----------------------|---------|-----------|
| No - English only | 81.5% | 88 |
| Yes (please specify) | 13.0% | 14 |
| I prefer not to say | 5.6% | 6 |

Totals: 108

| Yes (please specify) | Count |
|------------------------------------|-------|
| German | 3 |
| Greek/French | 1 |
| Italian | 1 |
| Japanese | 1 |
| Mandarin | 1 |
| Serbian | 1 |
| Sinhalese | 1 |
| Spanish | 1 |
| Spanish & Dutch apart from English | 1 |
| Vietnamese | 1 |
| spanish | 1 |
| Totals | 13 |

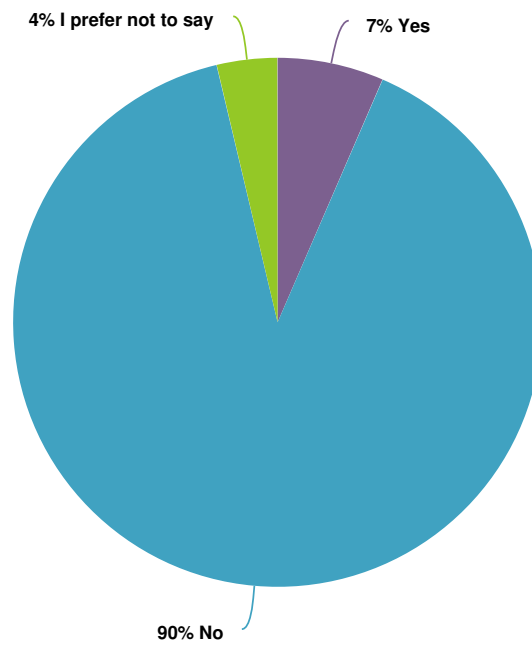
17. Are you Aboriginal or a Torres Strait Islander?



| Value | Percent | Responses |
|---------------------|---------|-----------|
| No | 95.4% | 103 |
| I prefer not to say | 4.6% | 5 |

Totals: 108

18. Do you identify as having a disability?



| Value | Percent | Responses |
|---------------------|---------|-----------|
| Yes | 6.5% | 7 |
| No | 89.8% | 97 |
| I prefer not to say | 3.7% | 4 |

Totals: 108

Darebin Transport Strategy Refresh and EV Policy Community engagement summary and responses

Community Feedback Summary – Darebin Transport Strategy Refresh:

| Key theme | Mentions | Key Points | Council Response | Update Required? |
|--|----------|--|--|--|
| Bike riding and bike infrastructure | 48 | <ul style="list-style-type: none"> - Improve infrastructure, especially installing separated bike lanes. Shared bike/car/bus lanes reduce riders' feelings of safety. - Increase the number of bike paths, lanes and infrastructure across the road network, including the development of more Shimmy Routes. - Improve bike parking, especially around activity centres. - Bike parking needs to consider larger bikes, such as cargo bikes and those with trailers. - Create additional bike routes, especially in the east-west direction. - Improve maintenance of bike lanes. - Better management of bike lanes by removing conflicts with parked cars. - Improved safety through improved road crossings on cycle paths and routes. - Ensure that bike riders and bike lanes are properly considered when approving Traffic Management Plans for construction work. - Need improved cycling routes to schools with separated bike lanes for younger riders and families. - Increased bike ridership will reduce car traffic volumes and improve outcomes for all road users. - Include charging infrastructure for electric bikes. - Remove bikes from roads and footpaths, including removing all bike lanes. - Do not force people on to bikes by removing cars from the road network. | <ul style="list-style-type: none"> - The Darebin Transport Strategy has 12 Policies and Actions addressing Cycling and Walking. Many of the points made in the community engagement are addressed by these existing policies and actions. - Many actions and policies within the existing Darebin Transport Strategy address the improvement of bike infrastructure. Bike infrastructure improvements are being delivered through the Your Street, Your Say program, with guidance on the form and priority of these bike infrastructure works from the Movement and Place Framework and Strategic Transport Framework Plan. - Increasing priority for cycling in activity centres and on local streets is addressed in Action 19 of the Strategy. - Improved maintenance of footpaths and cycle paths is addressed in Policy 11 in the Strategy. This has been incorporated into Council's Asset Management Strategy. - Installing secure bike parking around shopping areas is addressed by Action 22 in the Strategy. - Traffic Management Plan assessments already include consideration of pedestrians and other sustainable transport. - Comments asking for the abolition of bikes from the road network are counter to the vision of the Darebin Transport Strategy, which is unchanged by this refresh. - Consideration is given to electric bikes as part of Darebin's proposed EV policies. | <p>Yes.</p> <p>Update the Infrastructure Planning action to include e-bikes.</p> <p>Update the Infrastructure Planning action to reflect the intent for it to support local trips.</p> |

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| | | <ul style="list-style-type: none"> - Local Area Place Making (Your Street, Your Say) is not the best way to deliver infrastructure as it does not align with overall strategic networks. - Disappointment at the abolition of the Darebin Cycling Strategy, as it implies the deprioritisation of bike riding and responding to the Climate Emergency. - Last mile freight could be better served by e-bikes and cargo bikes. | | |
| Community safety | 1 | <ul style="list-style-type: none"> - Improved lighting, especially around Latrobe University. | <ul style="list-style-type: none"> - Public lighting improvements are addressed by Action 20 in the Transport Strategy. Lighting will also be a key component of the new Community Safety action proposed by this refresh. | No. Addressed by new action item. |
| EV charging infrastructure | 16 | <ul style="list-style-type: none"> - Support for installation of EV chargers (especially fast chargers) in activity centres - Sharp increase in the popularity of EVs, which needs charging infrastructure. - EV charging should make owning an EV more accessible and affordable. - Council should not have public charging as most EV owners charge at home. - Focus on EV charging only benefits rich residents who can afford expensive EVs. - Measurable targets for EV charging infrastructure should be part of the policy. - Should partner with EV companies to install and maintain infrastructure and have the user pay. - Happy to have council rates contribute to EV charging or a hybrid system. - New developments should have 100% EV charging provision. - Council should make policies and guidance for the public for retrofitting EV charging infrastructure into existing apartments. | <ul style="list-style-type: none"> - The comments on the Electric Vehicle actions in the refresh are broadly supportive. - Council recognises the increase of Electric Vehicles now and in the future. These proposed actions seek to address this change. - The specific comments made by respondents mostly relate to the specifics dealt with in the creation of Council's new Electric Vehicle policies, which would be created as a result of the actions proposed in this refresh. Those comments will be taken into consideration when those policies are created. | No. |
| Electric vehicles | 14 | <ul style="list-style-type: none"> - Electric bikes and e-scooters should be included as part of EV actions and policies. - EVs are not sustainable travel, they are still cars just with different engines. - Support EV transition but primary focus should be to reduce car use. - Concern about how council will manage disused EV battery disposal and recycling. - Council should take the lead on EVs as part of addressing Climate Emergency. - Council should phase out all diesel vehicles from its fleet and replace with EVs. | <ul style="list-style-type: none"> - The Darebin Transport Strategy recognises that cars and trucks are the least energy efficient means of transport and should be made less attractive, whilst more sustainable modes be made more attractive. This remains unchanged by the refresh. - Electric cars are still cars and, whilst less polluting than internal combustion powered cars, still have many of the negative aspects of private vehicle transport. However Electric Vehicle transition should be supported as an improvement over internal combustion cars and trucks. - Consideration should be given to the development of policies and trials around micro-mobility through electric powered bikes and scooters, which will be addressed by amending the 'Future Transport Changes' Action in the Transport Strategy | <p>Yes.</p> <p>Update Future Transport Changes action to reflect the need to manage the opportunities associated with emerging transport technology, such as micromobility.</p> |

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| | | <ul style="list-style-type: none"> - The Darebin Transport Strategy should address the provision of hire electric bikes and scooters. - The increased speeds of e-bikes and e-scooters make shared bike/pedestrian zones less safe. - EV are expensive and transition will take some time, so petrol vehicles should not be neglected in the mean time. | | |
| Freight | 3 | <ul style="list-style-type: none"> - Freight policies should be done in consultation with VicRoads/Department of Transport - Prevent freight from using Reservoir as an alternative to the Metropolitan Ring Road. - Last mile freight could be better served by e-bikes and cargo bikes. | <ul style="list-style-type: none"> - The comments received will be taken into account when developing Local Area Place Making projects, such as Your Street, Your Say - | No |
| Older road users | 1 | <ul style="list-style-type: none"> - Consideration should be given to older road users when potential changes to transport and transport policy are discussed. | <ul style="list-style-type: none"> - The safety of older residents is supported by the Darebin Safe Travel Strategy. - Consideration for the movement and connectedness of older residents is addressed in the proposed 'Community Safety' Action in the Darebin Transport Strategy refresh. | No |
| Parking | 13 | <ul style="list-style-type: none"> - Reduce parking allocations and improve pedestrian, cycling and public transport provision. - Parking should not be removed from railway stations due to the multi-use car trips often made to and from the station. - Off-street parking should be required in new developments to prevent on-street parking. - Should reintroduce parking restrictions, albeit at a less stringent level to those proposed the recent proposals, including paid parking in shopping areas. - No changes to parking that negatively impact residents' ability to drive and park a car. - Stronger enforcement of car parked long term and unused in unrestricted parking zones. These lead to congestion and access issues for residents. - Stronger enforcement of parking around schools and activity centres. - Exclude trucks from parking in residential streets. - Parking permits introduced to prevent apartment residents from parking on-street. - Additional parking and additional permits available for residents. - Happy equity is being considered, as there should be stronger enforcement of disabled parking bays. | <ul style="list-style-type: none"> - Parking enforcement is addressed in Policy 14 of the Strategy, where is it considered an important part of parking management. - Consideration has been given in the Transport Strategy to more explicitly detail enforcement of disabled parking bays in the new action that discusses parking management. - Other comments will be considered as part of the amended Parking Management action proposed in the Strategy and through Councils parking change investigation process. - Council also has a Council Plan action item to review Councils Resident Parking Permit Policy that will consider many of the submissions that relate to parking permits. | <p>Yes.</p> <p>Update Parking Management action to incorporate the need for accessible parking to be available for community members with a disability and inclusion of sustainability as a criterion when undertaking parking change investigations</p> |
| Pedestrians and walking | 11 | <ul style="list-style-type: none"> - More pedestrian infrastructure. - Safe active travel (pedestrians, bike riding, public transport) should be prioritised in the Transport Strategy. | <ul style="list-style-type: none"> - Priority for active and sustainable transport is part of the vision for the Darebin Transport Strategy, which is not being changed as part of the refresh. | No. |

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|-------------------------|----|--|---|-----|
| | | <ul style="list-style-type: none"> - Improvements to pedestrian crossings required on St Georges Rd. - Safer footpaths for pedestrians through better maintenance of footpaths and nature strips. - Safer crossings for pedestrians, especially where there is significant distance between safe crossing points. This was of particular concern for those with a disability. - More pedestrian precincts. - A focus on providing safe routes to school for kids. Particular reference made to Boldrewood Pde, which discourages active transport by kids and families. | <ul style="list-style-type: none"> - Specific suggestions for pedestrian infrastructure improvements will be considered as part of the Your Street, Your Say program. - Increasing priority for pedestrians in activity centres and on local streets is addressed in Action 19 of the Strategy. - Safety for pedestrians is addressed through the Safe Travel Strategy and through the new proposed 'Community Safety' action item - Consideration for increasing the number and quality of road crossings for pedestrians, especially those with a disability, will be given as part of the Your Street, Your Stay Local Area Place Making project. | |
| Private vehicles | 7 | <ul style="list-style-type: none"> - COVID has resulted in more people using cars, as fewer are using public transport - People still need cars and forcing people out will cause frustration. - Don't make any changes that will prevent car usage. - The tone of this strategy is anti-car. - Need to consider older residents who cannot easily make other transport choices. - EV transition will take time, so council will need to be realistic about the time petrol cars will still be around for. - Remove level crossings | <ul style="list-style-type: none"> - The objectives within the Vision of the Darebin Transport Strategy seek to promote more sustainable modes of transport, one aspect of which is to reduce the attractiveness of private car trips. Changes to the Vision and its objectives are not part of this refresh. - There is a need, however, for many members of the community to use private vehicles for transport. This is understood by Council and consideration is given for this as part of Council's management of the road network through the Strategic Transport Framework Plan, Road Management Act, and the Movement and Place Framework. - There are several level crossings being removed in Darebin as part of the Level Crossing Removal Project. | No. |
| Public transport | 24 | <ul style="list-style-type: none"> - Improve public transport to reduce the number of people in cars - Increased parking at train stations for multi-use trips. - Improve public transport around new developments. - Poor information at bus stops - Extend the tramline on Gilbert Rd - Public transport less attractive post COVID. Need to improve COVID safety of PT. - Reliable, affordable, accessible public transport should be the highest priority. - Advocate for more east-west public transport - Improve cross-Yarra bus routes - Improve bus connections to Latrobe University - More frequent buses, especially in high activity areas. - Improve bus shelter provision, especially for days with extreme weather. - Improved Plenty Rd tram services - Provide public transport connections to future Suburban Rail Loop stations. | <ul style="list-style-type: none"> - The prioritisation of public transport over private vehicles is part of the vision of the Darebin Transport Strategy. Changes to the vision are not part of this refresh. - Council will continue to support Public Transport Victoria to upgrade bus and tram stops to achieve DDA compliance, in accordance with policy 8-1 of the Strategy. - Council will continue to advocate for improvements to public transport on east-west routes, cross Yarra routes and in high activity centres as part of Council's Advocacy Strategy. - Council is aware of the need to manage transport connections to future transport hubs, such as those created by the Suburban Rail Loop. Council will continue to advocate to the State Government for positive transport outcomes for the community from these projects. - Improvements to bus shelters are being progressed as part of the Darebin Council and Public Transport Victoria bus shelter programme. | No. |

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| Road Safety | 3 | <ul style="list-style-type: none"> - Lower speed limits in local streets - Reduce speeds in local streets | <ul style="list-style-type: none"> - Lower speed limits are addressed in Action 27 of the Strategy, where Council will advocate for reduced speed limits in residential zones and activity centres. | No. |
| Sustainable development | 8 | <ul style="list-style-type: none"> - Permits should be provided for projects that promote car-free travel - Ensure that new developments have sufficient carparking to minimise cars parking on streets. - Improve car-sharing and bike-sharing schemes in new developments, especially mid and high density apartments. | <ul style="list-style-type: none"> - Current policies and actions in the Darebin Transport Strategy promote new developments near public transport and activity centres (Policy 2). - Parking guidelines for new developments will now be incorporated into the proposed amended Parking Management action in the Strategy. | No. |
| Sustainable transport | 6 | <ul style="list-style-type: none"> - People spending more time on safe streets, walking and cycling leads to more interaction and community. - Support schools to support students with sustainable transport. Especially active transport. - Council should support sustainable transport. | <ul style="list-style-type: none"> - The prioritisation of sustainable transport is currently well established through the vision, policies and actions of the Darebin Transport Strategy. - Active and sustainable transport is addressed in Action 33 of the Strategy, which seeks to promote informed transport choices. | No. |
| Other comments | 9 | <ul style="list-style-type: none"> - More carshare spaces, especially in Reservoir - Increase access to carshare and bikeshare. - Monitoring and reducing hoon drivers, especially in West Reservoir. - Reduce parking, add roadside furniture and trees on High St to reinvigorate the shopping strip. - Rewild concrete areas to reduce climate relate flood risk. - Increase green spaces and vegetation. - Increased red light running at Reservoir Station. - Improve air quality | <ul style="list-style-type: none"> - Car share schemes are addressed in the Strategy through policy 8-3, which promotes car share as a transport choice. Target 20 measures the increase in car share bays provided, which is currently on track. - Hoon driving will be addressed through Council's Your Street Your Say program and through continued collaboration with Victoria Police. - Vegetation issues are addressed in the Darebin Open Space Strategy. | No. |

Community Feedback Summary – Strategic Transport Framework Plan

| Key theme | Mentions | Key Points | Council Response | Update Required? |
|------------------------|----------|--|---|---|
| Arterial routes | 6 | <ul style="list-style-type: none"> - Gilbert Rd should be Primary Arterial Street. - High St should be a Primary Arterial Street and bike lanes should be removed. - Merri Pde is narrow and congested, so should not be a Primary Arterial Street. - Council should commit to removing cars from the road through traffic calming and on street parking removal. - Need better east-west connections | <ul style="list-style-type: none"> - All arterial routes in Darebin are managed by the Department of Transport (DoT). Any changes to these routes would need approval from the DoT. - Consideration should be given to improving east-west connections in Darebin. - High St is considered to be undesirable as an arterial route due to public transport, pedestrian activity and the presence of large activity centres. | <p>Yes.</p> <p>Following feedback from the community and stakeholders, some arterial routes have been changed to reflect their function and road hierarchy.</p> |
| Bike routes | 21 | <ul style="list-style-type: none"> - Focus on Strategic Corridors should not reduce the focus on safety for bike riders. - Need more key cycling routes. | <ul style="list-style-type: none"> - Consideration has been given to increasing the number of Key Cycling Corridors in Darebin. - Council considers the location of major traffic generators, like schools, and building connections within the road network when | <p>No.</p> <p>The current map shows a range of Key and Strategic</p> |

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| | | <ul style="list-style-type: none"> - Insufficient high quality east-west bike routes north of Bell St. - Multimodal streets need to support bike riding along the full length of the routes, not just in localised areas. - Cycling infrastructure should be part of all Darebin streets. - Add cycling routes to and from schools. - Need better east-west bike routes. - Create more bike lanes to separate bikes from cars. - Sharrows are insufficient to address bike safety. - Better signage of bike infrastructure to inform both bike riders and drivers. - Bikes should be removed from roads. - Bike usage is exaggerated, which is reflected in too much emphasis on bike riding in the strategy. | <p>considering new and upgraded bike routes and infrastructure. Increasing the attractiveness of sustainable transport is a key objective from the Darebin Transport Strategy. This refresh does not seek to alter these objectives.</p> | <p>Cycling Corridors, which represent Council’s strong commitment to making cycling more attractive in Darebin.</p> |
| Pedestrians and walking | 2 | <ul style="list-style-type: none"> - Need additional pedestrian crossings on Spring St. - Fairfield Station is poorly designed for pedestrians, particularly elderly and disabled pedestrians. - Primary Pedestrian Routes should consider disabled, elderly and parents with prams. This requires infrastructure to reduce steps and kerbs, and provide regular crossing points. | <ul style="list-style-type: none"> - Changes to the Principal Pedestrian Network are not being considered as part of the refresh. - Improvements in pedestrian infrastructure is addressed by other parts of the Strategy, particularly Policy 9 (including pedestrian needs in all infrastructure transport infrastructure upgrades) and Action 17 (developing high quality pedestrian links across Darebin). | <p>Yes.</p> <p>The refreshed Map now includes the Principal Pedestrian Network, which demonstrates pedestrian priority in these locations.</p> |
| Road Safety | 2 | <ul style="list-style-type: none"> - Community safety should be a priority - Low traffic area safety improvements should be designed in consultation with residents | <ul style="list-style-type: none"> - Road safety is addressed by other parts of the Darebin Transport Strategy, which advocates for reduced speed limits, and incorporates the Darebin Safe Travel Strategy. | <p>No.</p> |
| Public transport | 1 | <ul style="list-style-type: none"> - Need to increase the number and quality of tram routes | <ul style="list-style-type: none"> - Advocacy for additional high quality tram routes within Darebin is included in Darebin’s Advocacy Strategy. | <p>No.</p> |
| Streets For People | 3 | <ul style="list-style-type: none"> - Need more Streets for People - All streets should be for people - There is a conflict between pedestrians and cyclists on Streets for People corridors. | <ul style="list-style-type: none"> - The Streets for People program is being considered and delivered through Councils Your Street, Your Say project with the key priorities being to improve road safety and promote active modes of transport | <p>The Strategic Transport Framework Plan includes the endorsed Streets for People corridors.</p> |
| Other | 4 | <ul style="list-style-type: none"> - Legend was difficult to follow. - Need integrated map with other councils in Melbourne. | <ul style="list-style-type: none"> - Improvements will be made to the Strategic Transport Framework Plan to make it more understandable. - The STFP is a council document for managing the local road network. Consultation with neighbouring municipalities will be undertaken when managing mode priority on joint routes. | <p>Yes.</p> <p>Legend has been altered to make route priorities easier to understand.</p> |

Community Feedback Summary– Part A of Electric Vehicle Charging Policy

| Key Theme | No # | Council Response | Update Policy |
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| Appropriateness of proposed EV charging standards | The standards are too high and are not practicable in all circumstances | 1 | Policy to be updated to account for more flexibility based on site-by-site context, particularly for non-residential developments. | Yes |
| | The minimum requirements for EV chargers and EV readiness should be higher | 12 | The proposed standards are considered minimum standards. Developers will be encouraged to provide greater levels of EV charging infrastructure in appropriate contexts. The proposed requirements are in excess of those set out in the BESS tool. These will be reviewed every two years to ensure they are appropriate for the rapidly changing market. | No |
| | The policy doesn't take into account single dwellings or homes without off-street parking | 1 | Dwellings without off-street parking will be served by expanding the network of public charging infrastructure. Single dwellings with off-street parking can already install their own private charging infrastructure. Council is conducting further investigations into EV charging options for dwellings without off street parking. This is beyond the scope of the current policy. | No |
| | There should be more consideration for non-car EVs | 2 | The policy includes provisions for e-bike (and similar) charging | No |
| EV charger specifications | Policy should be explicit about charger types | 1 | Appendix A of Part A outlines specific charger types expected for each development type. | No |
| | Policy doesn't need to be explicit about charger types | 1 | Specifications of charger types will help to ensure charging infrastructure is safe and reliable | No |
| | Should include smart EV charging and grid demand management | 1 | Grid demand management included in Appendix A of Part A of the policy. Smart charging can assist with power load management, as well as provide ancillary services for the grid. Policy will be updated to encourage | Yes |

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| | | | developers to provide ‘smart’ compatible EV charging infrastructure. | |
| | EV chargers need to be fast chargers | 1 | Fast chargers are expensive and not necessary for home charging as many people will typically charge their cars overnight. | No |
| Car parking | The policy should not mean every apartment is built with a car space | 1 | This policy does not impact on the requirements for the rate of car parking spaces for new developments. Car parking provision will continue to be assessed through Clause 52.06, regardless of this policy. | No |
| Policy not required | EV chargers and EV readiness in new developments shouldn’t be mandatory as the costs will increase house prices | 2 | By requiring developers to provide the infrastructure for EV readiness in new developments during construction, it will be cheaper than retrofitting the infrastructure in the future for residents. | No |
| | Not best use of council resources | 1 | Council is committed to facilitating more sustainable transport choices. This policy is one the ways that Council can assist the community to transition away from more | No |

- 8 out of 12 people who didn’t support Part A said that the proposed rates of EV chargers in new developments should be higher.

Community Feedback Summary – Part B of Electric Vehicle Charging Policy

| Key Theme | Key themes / Issues | No# | Response | |
|---|--|-----|---|----|
| Private-use EV charging on public land | Council should allow private-use kerbside chargers in front of residences without off-street parking | 5 | Dwellings without off-street parking will be served by expanding the network of public charging infrastructure. | No |

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| | | | <p>There are many challenges associated with private kerbside charging including;</p> <ul style="list-style-type: none"> • Only energy retailers can distribute power supply outside of property boundaries, • Public liability insurance for private assets in the public realm • Tripping hazards and footpath obstructions • Impact on nature strips and green space • Ability for Council to make modifications to a street in the future <p>Utilising existing assets such as street lights is also a challenge due to the complicated ownership and a maintenance structure.</p> <p>Council is conducting further investigations into EV charging options for dwellings without off street parking. This is beyond the scope of the current policy.</p> | |
| Operation of public EV chargers | Public EV chargers should only use renewable energy sources | 1 | Policy to be updated to include requirement for the use of 100% renewable energy sources to power EV charging infrastructure. | Yes |
| | Ensuring council deals with ethical companies, and manages EV related waste | 2 | <p>Managing waste generated by the production of EVs and EV infrastructure is beyond Council’s remit and beyond the scope of this policy.</p> <p>Council will continue to endeavour to work with companies that align with our organisational values.</p> | No |
| | The users of public EV chargers should pay for them. | 5 | Council’s preference for the private sector to lead investment in delivery and maintenance of public EV charging infrastructure will result in a user-pays model, through fees paid for recharging. | No |

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| | The Federal Government should be responsible for funding and delivering public EV chargers. | 2 | Whilst private company delivery is preferred, Council will continue to apply for federal grants (through ARENA Future Fuels Fund) for to assist with expanding the network. We have received ARENA funding for new chargers at the sports centre redevelopments. | No |
| Considerations for determining sites for EV chargers | EV charging should not be introduced at the detriment of existing green space, sustainable transport networks, and public space | 2 | These considerations are included in the policy. | No |
| | Council needs to be proactive, delivering chargers ahead of demand | 7 | Darebin is one of the first Victorian councils to draft an EV charging policy, and we are proactively trying to develop an accessible and convenient charging network for residents and visitors. Council intends to have EV charging infrastructure evenly and equitably spread across the municipality, to be convenient to as many people as possible. | No |
| | Using different types and speeds of chargers at different locations | 3 | The policy is not prescriptive of the types of chargers that are to be used, as the intention is that this will be decided on a site-by-site basis to best suit site context. | No |
| | EV charging should not take existing on-street car parks | 1 | Council's preference is to utilise existing off-street car parking bays. On occasion, it might be appropriate to utilise on-street parking spaces for EV charging. | No |
| | Public EV charging facilities need to be accessible for all people, including those with limited mobility | 1 | Policy to be updated to ensure explicit mention of accessibility requirements and maintenance of accessible parking bays. | Yes |
| | Public EV chargers need to be conveniently located close to shops, activity centres, and other services and attractions | 3 | This is a consideration in the policy. | No |
| Location of public EV chargers | Chargers should be located in private car parks of businesses, shopping | 15 | New non-residential development will be expected to provide EV charging in accordance with Part A of this policy. | No |

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| | centres, education facilities, industrial areas and existing petrol stations. | | | |
| | Public EV chargers need to be conveniently located close to people's houses | 2 | Council intends to have EV charging infrastructure evenly and equitably spread across the municipality, to be convenient to as many people as possible. | No |
| | Chargers should be located at train stations | 2 | This could incentivise people to drive to train stations, rather than taking more sustainable transport modes, increasing demand for commuter carparks. | No |
| | There should be no public EV chargers on council land | 2 | In order to assist residents to transition away from ICE vehicles, Council needs to provide convenient charging infrastructure. | No |

What changes to the policy are required after consultation?

- Part A
 - Include mention that the requirements will be considered on a site-by-site basis, particularly for non-residential developments, to allow flexibility
 - Encourage smart charging compatibility in residential developments
- Part B
 - More explicit in our consideration of all abilities accessibility of EV parking bays
 - More explicit about EV chargers not impacting accessible parking bays
 - Inclusion of information about Wurrundjeri Woi Wurrung land that the charger is on particularly in the preamble – education opportunity
 - Requirement for 100% renewable energy sources
 - Licensing and leasing agreements
 - Include that Council may lead delivery in certain circumstances
 - Include a line that Council may deliver ebike chargers, and also seek funding for public EV car chargers?

CITY OF DAREBIN



the place to live

Strategic Transport Framework Plan

The Strategic Transport Framework Plan is a map outlining the roles that different roads and paths have in Darebin. The map guides Council so that we can strategically manage our transport network and the different needs of users.



KEY

- Strategic Corridor (Primary Arterial Streets)
- Primary Multi Modal Street
- Secondary Multi Modal Street
- Strategic Cycling Corridor
- Key Cycling Corridor
- Streets For People Corridor (including Key Cycling Corridor)
- Tram Route
- Train Station
- Rail Grade Separation (Train bridges/underpasses)
- Primary Pedestrian Routes
- Secondary Pedestrian Routes

CITY OF DAREBIN

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| हिन्दी | ગુજરાતી | Tiếng Việt |

Glossary

Strategic corridor (Primary Arterial Streets)

Major roads that are intended to provide for significant regional and local movement. These roads have been identified as primary routes for traffic movement. A secondary priority is the provision of safe walking and cycling in these streets.

Primary Multi Modal Street

Roads that provide for a mixture of different transport types and road uses. Highest priority is given to public transport in these streets, with consideration given to walking and cycling.

Secondary Multi Modal Street

Roads that provide for a mixture of different transport types and road uses. Highest priority is given to pedestrians and cyclists in these streets, with consideration given to public transport where appropriate.

Strategic Cycling Corridor

Cycling routes of state importance.

Key Cycling Corridor

Cycling routes of Council importance.

Streets For People Corridor

Streets for People Corridors seek to re-imagine what local streets in Darebin can be for the community, promoting sustainable transport and creating safer streets for walking and cycling. Streets for People Corridors are also Key Cycling Corridors.

Primary Pedestrian Routes

These routes are where the highest level of pedestrian activity is expected. High priority is given to pedestrians at these locations. These routes form the foundation of the Principal Pedestrian Network.

Secondary Pedestrian Routes

These routes are part of the Principal Pedestrian Network but provide a secondary role. Increased priority is given to pedestrians at these locations.

8.8 KEON PARK - LEVEL CROSSING REMOVAL PROJECT (LXRP) - URBAN DESIGN GUIDELINES**Author:** Business Support Officer, Major Projects**Reviewed By:** Acting General Manager City Sustainability and Strategy

EXECUTIVE SUMMARY

The State Government has announced that it will remove the Keon Park level crossing in mid-2021. It proposes to remove the level crossing through a 750m rail bridge over road solution, which will also involve moving the station from north of Keon Parade (in Whittlesea) to the south side of the road (in Darebin) in proximity to the Keon Park shops.

The State Government will start early works will start later this year, and construction will escalate in 2023. The level crossing will be removed and the new station opened in 2025.

The project is expected to achieve positive outcomes for the Keon Park neighbourhood and the municipality more broadly: removing a level crossing from a major road and creating economic benefits through-out construction.

The creation of a new station in proximity to the Keon Park shops and recreational facilities provides an opportunity to integrate and benefit this local shopping centre, leading to longer term economic benefits and urban renewal. As with other State Government level crossing removal projects, there are also likely to be other benefits for the local community through new recreational, arts and community assets.

Strong and concerted advocacy – from Council and the community - will be required to ensure the State Government's design fully realises the benefits of this project for the local community and minimises disruption to their enjoyment of the area.

To maximise Council's influence on the design of the project, particularly the interface between the station and the surrounding neighbourhood, Council commenced an urban design analysis of the Keon Park area and have prepared a draft, independent set of urban design guidelines (**Attachment A**) to inform Council's advocacy to the State Government's Level Crossing Removal Project (LXRP) team and to other Victorian State Government decision makers. The draft guidelines identify key projects/improvements which are recommended to become the focus of Council's advocacy on behalf of the local community.

It is recommended that Council undertake a 4 week period of inclusive community engagement to build support for and hear any feedback on the draft Urban Design Guidelines, prior to adopting a revised, final version of these guidelines. This engagement will help identify and amplify community needs and ideas and support Council's advocacy work.

Officer Recommendation

That Council:

- (1) Endorse the draft 'Design Guidelines for the LXP Keon Park' (Keon Park Design Guidelines) (**Appendix A**) for the purpose of community engagement.
- (2) Notes the range of inclusive community engagement activities proposed to be conducted as outlined within this report.
- (3) Authorises the Manager City Futures to make minor changes and clarifications to documents and engagement approach if required.

BACKGROUND / KEY INFORMATION

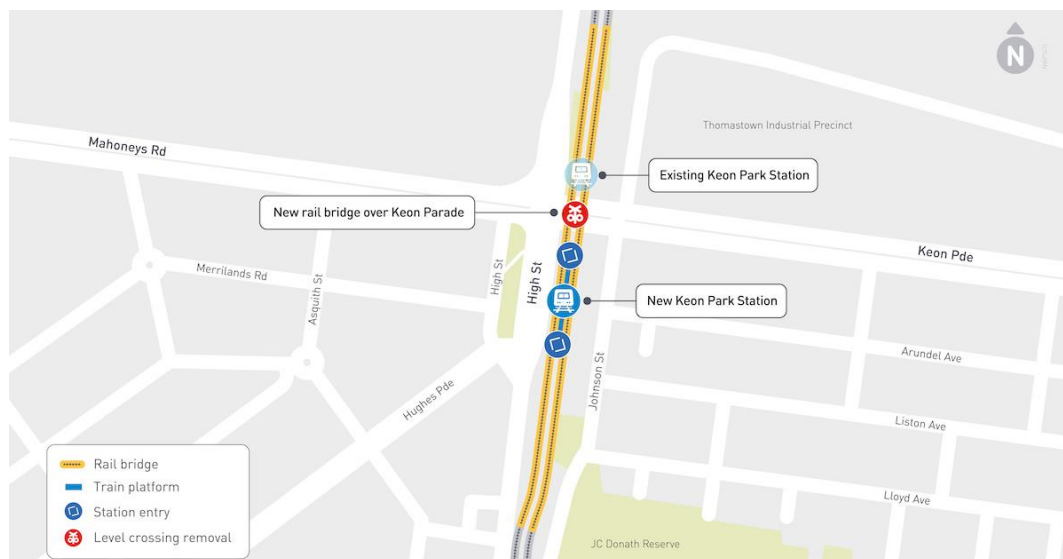
The Keon Park level crossing removal was announced by the State Government in July 2021. The level crossing currently bisects Keon Parade. The LXP website/information states:

- Keon Parade's boom gates are down for up to 41 minutes during the morning peak (7am to 9am), causing significant delays for the 18,000 vehicles that use the crossing each day
- In the last nine years there have been 24 near misses and one crash recorded at the Keon Parade level crossing
- 30 trains travel through this crossing during the morning peak
- Removal will ease congestion on the busy M80 Ring Road and 903 SmartBus route
- Faster access to the M80 Ring Road
- Removal will allow more trains, more often.

The State Government is proposing to remove the level crossing through a 750m rail bridge over road solution, which will involve moving the station from the north of Keon Parade (in Whittlesea) to the south side of the road (in Darebin) in proximity to the Keon Park shops. From the government press release:

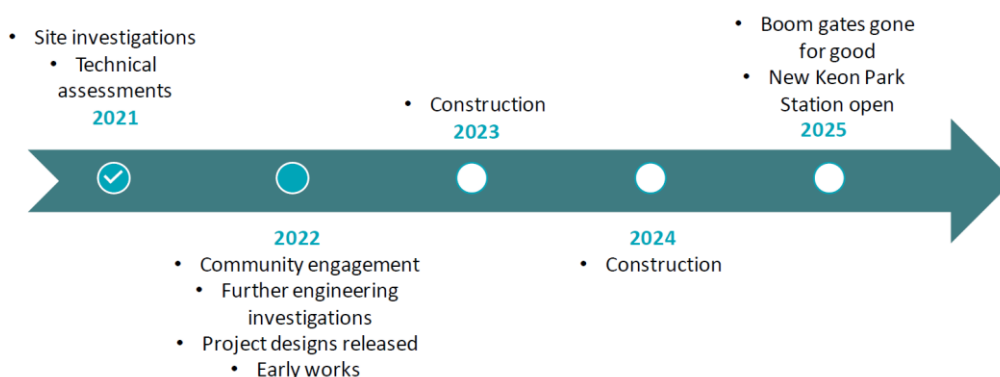
"The new Keon Park Station will create an integrated transport hub giving commuters improved connections between train, bus and taxi services with new bus stops, secure Parkiteer bike storage and a pick-up and drop-off zone all within the precinct.

The modern station will have a central elevated island platform accessible via lifts and stairs, with improved shelter, CCTV cameras and better lighting to increase safety. The station will provide safer access for Reservoir and Thomastown residents with new local connections, including a new pedestrian crossing across High Street at Hughes Parade."



The State Government’s LXP website states early works will start later this year and construction will escalate in 2023. The level crossing will be removed, and the new station will be open in 2025:

Project Timeline



State Government Voluntary Purchase Scheme

Given the impact of the relocated station on the apartment complexes on the south side of Keon Parade, The State Government has announced a Voluntary Purchase Scheme (VPS). The VPS provides these property owners with the option of selling their properties to the Victorian Government, should they choose, subject to special conditions. Information outlining the scheme is being distributed to the developers, apartment owners and contract purchasers.

In other level crossing removal projects, this has been a helpful program which has enabled significantly affected owners a choice about whether to move or not. In this case, there are significant benefits to the broader community of moving the station, and officers regard the work the State Government is doing with owners to give them the choice to relocate, as a reasonable way to support affected owners.

LXRP communications and engagement

The Minister for Transport released a media statement on 28 March 2022 which officially indicated the train station would move to the south. This also coincided with a project update and FAQs on the LXRP website, as well door-knocking and letter notification of the voluntary purchase scheme.

On 29 March 2022, the LXRP undertook community consultation on the broad vision and values, and the proposed suite of planning provisions (which create a wide-ranging authorising environment for the project, similar to other major projects). Due to the limited timeframe (28 days) Council submitted an officer response to the consultation, based on similar feedback provided on the Bell-Preston level crossing removal project. It was made clear in the officer response that Council was in the process of developing Urban Design Guidelines for the Keon Park area which will be subject to adoption at a future Council meeting, and that these Guidelines would provide a fuller articulation of Council's official position in relation to this project.

Previous Council Resolution

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

ALIGNMENT TO 2041 DAREBIN COMMUNITY VISION

Strategic Direction 3: Climate, Green and Sustainable

ALIGNMENT TO 2021-25 COUNCIL PLAN

Strategic Direction 4 Responsible, Transparent and Responsive

ALIGNMENT TO COUNCIL PLAN STRATEGIC OBJECTIVES

4.4 We will ensure major changes in our city achieve significant improvement in our City.

Support our community and businesses before, during and after the construction phase of the Keon Park level crossing removal.

DISCUSSION

Part of the challenge for councils and communities with level crossing removal projects (and other major infrastructure projects) is trying to ensure that these transformative projects provide high quality design outcomes and benefits for the local area.

It is important that the needs, wants and ideas of local communities are identified and amplified, to help ensure that the local area benefits from these once-in-a-generation projects.

Keon Park is an area that would massively benefit from leveraging investment in the level crossing removal and new station to trigger significant urban renewal in the local precinct. It is vital that proper consideration is given to the potential connections, design elements and functionality of the local area and the interface with the new station and elevated rail.

To help identify these opportunities, Council has undertaken an urban design analysis of the immediate context of the new station, and the broader Keon Park neighbourhood.

This analysis has been consolidated into the draft "Design Guidelines for the LXRP Keon Park" (Keon Park Design Guidelines) ([Appendix A](#)). The analysis has been combined with a

proposed project vision and statement of key design principles, to develop a set of outcomes for the precinct, as well as a list of 'Top Asks' which are a list of specific, clear and deliverable projects/outcomes.

The draft Design Guidelines are highly illustrative and visual, providing examples from around Melbourne and elsewhere of high-quality outcomes that Council would like to see reflected in the design of the new Keon Park station.

The key purpose of the Keon Park Design Guidelines is to inform feedback to the LXRP project team, in response to designs that they release over the coming year. The draft Guidelines also seek to positively influence designs to achieve beneficial outcomes in the local area, and to inform a program of advocacy on this project, particularly in the lead up to the state election.

Features of the Guidelines

The vision articulated in the draft Guidelines seeks to ensure that the Keon Park Level Crossing Removal project:

... will deliver a best practice example of integrated transport, land use and community planning that provides an outstanding urban and community outcome.

This vision is to be achieved through applying the following urban design principles:

- **Inclusive** - Design for universal accessibility, promote equity, and minimise perceived and physical barriers in public spaces within and beyond the precinct. Improve precinct and station accessibility for all users
- **Legible** - Design for legibility and intuitive wayfinding by providing a clear hierarchy of community links, paths and spaces that reduces reliance on signs
- **Multi-modal** - Provide a range of transport options and facilitate efficient intermodal connections that avoid conflict for all users
- **Sense of Place** - Recognise, maintain and enrich the identity of the local neighbourhood. Develop a design that embodies the precinct character and its relationship to local communities to provide a distinctive sense of place
- **Integration** - Design and integrate infrastructure to respond and contribute to the aspirations and valued social, cultural and physical qualities of the local area. Provide an integrated design aligned with context analysis, local government and community vision and relevant broader government policies
- **Range of Experiences** - Provide opportunities for a range of uses and experiences that are accessible at different times of the day and the year. Create memorable, engaging and inspiring spaces and places that encourage people to dwell
- **High quality** - Provide a high-quality design outcome that makes a positive contribution to the local area through a well-considered concept, construction detail and execution
- **Natural surveillance** - Maximise visual connections and passive surveillance opportunities in stations and public spaces. Provide clear, accommodating and legible routes, entries and exits
- **Resilient** - Design environmentally sustainable places that contribute to the transition to a net zero carbon city, considering the whole of life and precinct wide impacts and opportunities of the place. Ensure designs are adaptive to the current and projected impacts of environmental changes based on the Infrastructure Sustainability Rating Scheme.

Using these urban design principles, Council officers undertook an analysis of the local neighbourhood to identify issues and opportunities that can and should be addressed through civic upgrades and design decisions arising from the level crossing removal project. Some of the opportunities identified include:

- Expansion of facilities and greater connection to the Dole and Donath Reserves
- Greater connection to and revitalisation of the Johnson Street retail activity centre. Considerations should be given to shop front revitalisation, laneway projects, artwork activations, streetscape planting, all of which would increase the sense of place and identity
- Consideration of land use changes on the north side of Keon Parade in line with Whittlesea's intentions for a Revitalised Industrial Precinct
- The need for a Keon Park Structure Plan
- Addressing gaps in our cycling infrastructure that will help achieve the vision of Councils Transport Strategy, such as completing missing links
- Ensuring Johnson Street does not become a rat-run for traffic turning right off Keon Parade, through the application of traffic calming measures.

A fuller list of opportunities is contained within the draft Design Guidelines.

These issues and opportunities are then translated into a set of desired outcomes for the precinct, based on the following key themes:

- A More Connected City
- Improved Intermodal Connections
- Enhanced Local Neighbourhood
- New Useable, Beautiful, Green Open Spaces
- A Safe and Welcoming Precinct
- Sustainable and Easily Maintained.

A special section has also been included titled '**Proactive Support for Local Community**' which articulates a set of expectations of the LXRA to minimise disruption to local communities, particularly traders, during the construction phase of the level crossing removal project.

The document concludes with an articulation of 'Top Asks', a list of specific, tangible and deliverable projects which will form the centre pieces of Council's advocacy to the LXRP and Victorian Government.

Consultation and endorsement

As highlighted above, the primary purpose of the Keon Park Design Guidelines is to inform feedback and advocacy to the LXRP project team and Victorian Government, particularly in the lead up to the state election.

Strong and concerted advocacy - from Council and the community - will be required to achieve a design that fully realises the benefits of this project for the local community and minimises disruption to their enjoyment of the area.

It is recommended that Council undertake a four (4) week period of community engagement to build support for and hear any feedback on the draft Keon Park Design Guidelines.

Engagement is likely to commence in August 2022. Inclusive engagement will ensure all community members are empowered to share their needs and ideas with both Council, and the LXR.

It is expected that many of the asks in the Keon Park Design Guidelines will be viewed as welcome improvements and therefore be supported by the community. Some residents may not want the station to move.

Through messaging it will be made clear that this is not a Council project, and therefore Council's influence on the final design is limited.

The engagement would be planned to ensure it reaches the diverse local community including in multiple languages.

For the purposes of community engagement and advocacy, the top asks identified in the Urban Design Guidelines would be communicated by a simplified document, including a map, showing the proposed improvements.

It is proposed that all feedback and ideas received from the community in relation to the Keon Park Design Guidelines be reported back to Council, prior to adoption of a final, revised version of the design guidelines.

Community Engagement Approach

Subject to Council's support, a comprehensive community engagement and communication plan will be prepared in line with Council's Engagement Policy and Framework. The engagement will be 'Inform-Consult' on the IAP2 Public Participation Spectrum. "*Council will keep (the community) informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision*".

Engagement Objective

The objectives of this round of community engagement is to seek feedback are:

- To hear any concerns and/or ideas from the local community in relation to the level crossing removal project; and,
- To seek feedback from the community on the draft Keon Park Design Guidelines, particularly the top asks.

Geographic Scope

This round of engagement activities will focus more on residents, landowners and businesses in the Keon Park area. As this is on the municipal boundary, it is likely that residents from the City of Whittlesea will participate in engagement activities and provide feedback. Darebin council officers will liaise with their Whittlesea counterparts to support the Whittlesea community's participation.

Level of Community Influence

The community can influence the content of the Keon Park Design Guidelines, including the vision elements, strategic opportunities, urban design principles and top asks. However, the community cannot prevent the project from occurring, the form of the crossing removal (rail over road) nor the station location.

Target Stakeholders

Key stakeholder mapping will be undertaken as part of the comprehensive community engagement and communication plan, to hear all voices from the diverse local community.

As a minimum this will include residents and businesses in the immediate context of the Keon Park shops.

Summary of Engagement/ Communication Activities

The full range of engagement activities will be confirmed in the comprehensive community engagement and communication plan, but as a minimum will include the following:

- Face-to-face engagement for wider community members.
- Targeted engagement to reach people experiencing disadvantage and hard-to-reach members of the community
- Digital and online engagement (through Council's Your Say page)
- Option to phone-in to Council
- Opportunity to make a written submission
- Letters to businesses and residents in the study area, and targeted letters to key community and non-community stakeholders.
- A visually engaging Project Fact sheet will be produced in plain English for people with lower levels of English literacy, learning disabilities or less opportunities for formal education. It will also be translated into top Darebin community languages to reach Culturally and Linguistically Diverse (CALD) migrant persons.
- Advertising and promotion in various formats – paper, online, phone - ensure availability of translated information.

CONSIDERATION OF LOCAL GOVERNMENT ACT (2020) PRINCIPLES

Financial Management

The design advocacy discussed in this report is provided for within Council's existing budget.

Community Engagement

There is a proposal for community engagement as part of this advocacy.

Overarching Governance Principles and Supporting Principles

- (b) priority is to be given to achieving the best outcomes for the municipal community, including future generations;

Public Transparency Principles

- (c) Council information must be understandable and accessible to members of the municipal community;

Strategic Planning Principles

- (e) strategic planning must provide for ongoing monitoring of progress and regular reviews to identify and address changing circumstances;

Service Performance Principles

- (d) a Council should seek to continuously improve service delivery to the municipal community in response to performance monitoring;

COUNCIL POLICY CONSIDERATIONS

Environmental Sustainability Considerations (including Climate Emergency)

Environmental sustainability considerations have informed the draft guidelines: the draft Guidelines seek outstanding sustainability outcomes from the project.

Equity, Inclusion, Wellbeing and Human Rights Considerations:

The project has been subject to Equity Impact Assessment through the Urban Design Advisory Panel.

Economic Development and Cultural Considerations

This has been discussed in the body of the discussion in this report.

Operational Impacts

There are no operational impacts arising from the draft Design Guidelines.

Legal and Risk Implications

Community consultation needs to be clear in the role Council plays in this project. The communications undertaken will ensure that the community is clear this is not a project controlled or led by Council.

IMPLEMENTATION ACTIONS

- Undertake 4 week inclusive community engagement program
- Finalise draft Design Guidelines for Council endorsement
- Develop and implement advocacy program aligned to adopted Design Guidelines.

Attachments

- CoD Design Guidelines for LXRP Keon Park - Final Version (**Appendix A**) [↓](#)

DISCLOSURE OF INTEREST

Section 130 of the *Local Government Act 2020* requires members of Council staff and persons engaged under contract to provide advice to Council to disclose any conflicts of 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.

**City of Darebin
Design Guidelines
for LXP Keon Park
June 2022**



Source: Nearmap

Acknowledgement of Traditional Owners

Darebin City Council acknowledges the Wurundjeri Woi Wurrung people as the traditional owners and custodians of the land and waters we now call Darebin and pays respect to their elders, past, present and emerging.

Council affirms that Wurundjeri Woi Wurrung people have lived on this land for millennia, practising their ceremonies of celebration, initiation and renewal.

Council respects and recognises all Aboriginal and Torres Strait Islander communities and their values, living culture and practices, including their continuing spiritual connection to the land and waters and their right to self-determination.

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3.2 Improved Intermodal Connections

3.3 Enhanced Local Neighbourhood

3.4 New Useable, Beautiful, Green Open Spaces

3.5 A Safe and Welcoming Precinct

3.6 Sustainable and Easily Maintained

4. Proactive Support for Local Community

5. Advocacy

1. Introduction

1.1 Project Background

As part of the State Government's Level Crossing Removal Project (LXRP), the level crossing over Keon Parade is to be removed by building a new rail bridge over the road.

A new station will be built as part of the project, and a large amount of publicly accessible open space below and beside the elevated rail will result from the project.

1.2 Purpose

This document has been prepared to guide Council's next phase of advocacy for the Keon Park Level Crossings Removal project.

The guidelines set out in this document seek to guide the planning, design and development of the Keon Park Level Crossing Removal Project. They will also assist with planning and decision making for development of land adjoining the station and rail corridor.

The guidelines are underpinned by the community's vision for this project and supported by Council's existing strategies and its vision for a greener, bolder and more connected city. They are also informed by LXRP's 'Urban Design Framework' and the Australian National Urban Design Protocol 'Creating Places for People'.

1.3 Project Vision

The City of Darebin will actively advocate for, and collaborate with stakeholders to achieve the following vision:

The Keon Park Level Crossing Removal Project will deliver a best practice example of integrated transport, land use and community planning that provides an outstanding urban and community outcome.



1.4 Wider Context

Located at the border of Darebin and Whittlesea, the site has predominantly industrial uses immediately to its north (City of Whittlesea) and residential and retail uses to the south (City of Darebin).

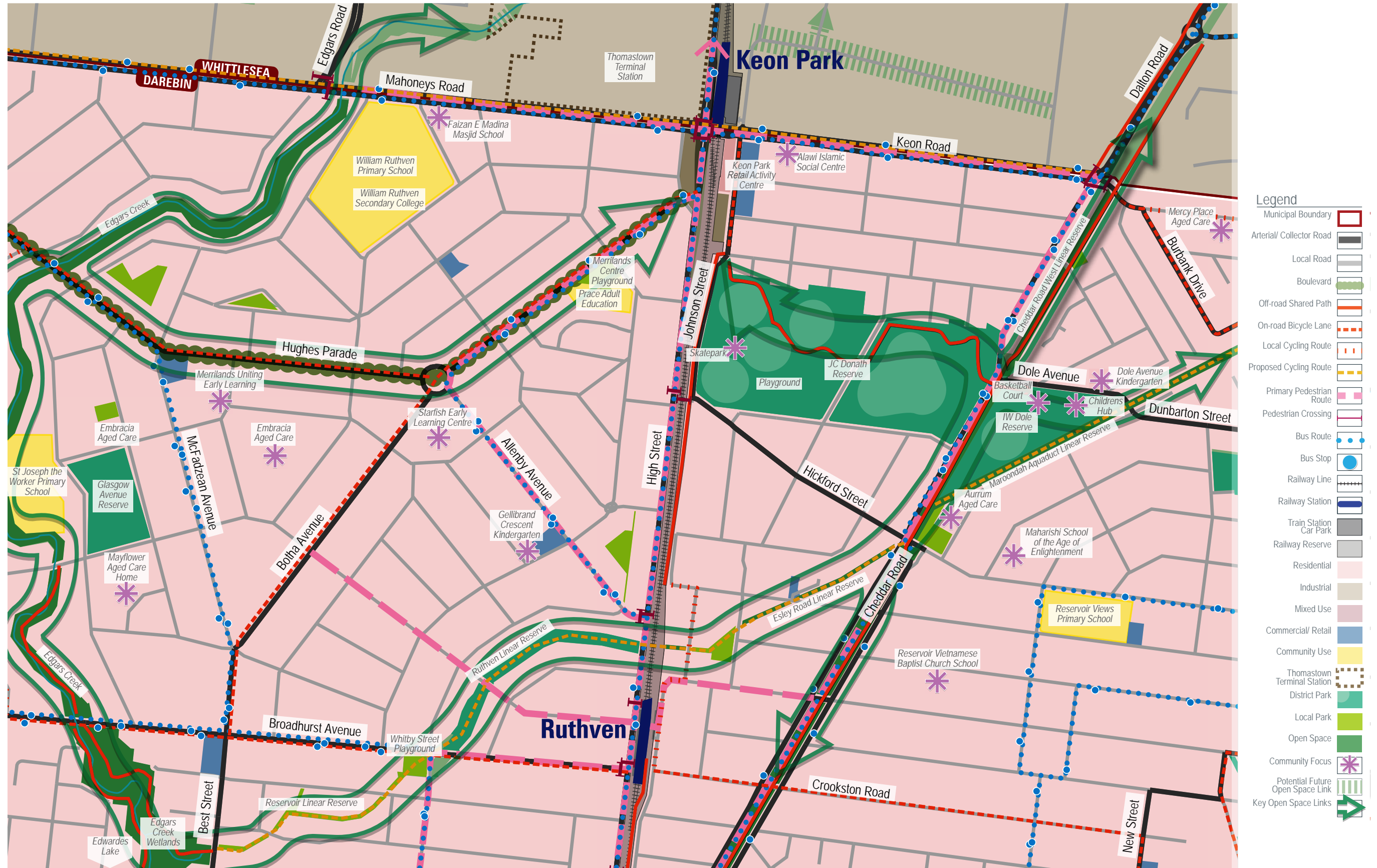
Bisecting the site are High Street (north-south) and Keon Parade/Mahoneys Road (east-west). Both roads carry 8 lanes of vehicular traffic and several buses interchange at the site.

The District sporting facility at JC Donath Reserve and IW Dole Reserves is located to the south-east of the station and provides a vast array of active and passive sporting and recreational opportunities.



Source: Google Maps Street View

1.4 Wider Context



1.5 Immediate Context

Keon Park Station is on the Mernda line and serves the communities of Reservoir and Thomastown.

Located to the south-east of the train station is the Johnson Street Retail Activity Centre (RAC) which services surrounding residences and businesses.

The Thomastown Terminal Station is located to the west of the station, while a large commuter car park is located immediately to the east of the station.



Source: Google Maps Street View

1.5 Immediate Context



2. Analysis

2.1 Key Design Principles

The key design principles provide overarching guidelines for high-quality design considerations across the whole project.

2.1.1 Accessibility, Connectivity & Wayfinding

2.1.2 Identity, Urban Integration & Vibrancy

2.1.3 Amenity, Safety & Sustainability

2.1.1 Accessibility, Connectivity & Wayfinding

- A highly accessible and inclusive environment provides a positive user experience and contributes to health and wellbeing of the community.
- A well-connected and legible environment contributes significantly to a strong economy, the use of public and active transport, and an integrated community.

Objectives:

Inclusive

Design for universal accessibility, promote equity, and minimise perceived and physical barriers in public spaces within and beyond the precinct. Improve precinct and station accessibility for all users.

Legible

Design for legibility and intuitive wayfinding by providing a clear hierarchy of community links, paths and spaces that reduces reliance on signs.

Multi-modal

Provide a range of transport options and facilitate efficient intermodal connections that avoid conflict for all users.



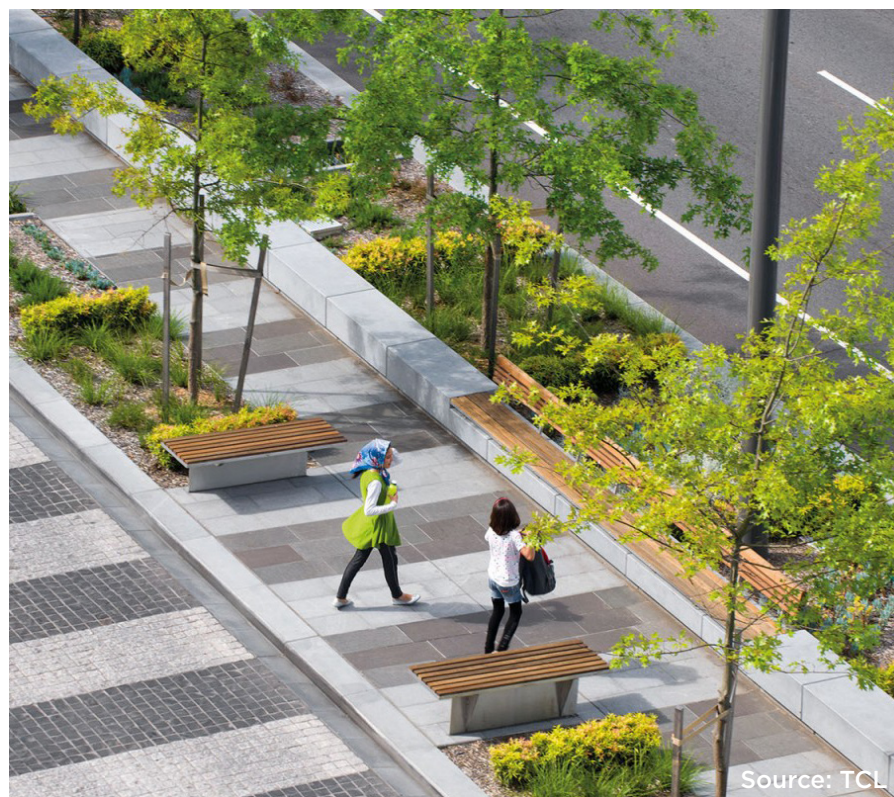
2.1.2 Identity, Urban Integration & Vibrancy

- A well-defined identity and sense of place is key to creating strong and vibrant communities.
- A well-integrated environment is a fundamental framework for the successful development of a great place.
- Places and corridors must be sustainable, enduring and resilient to support and nurture current and future generations.

Objectives:

Sense of Place

Recognise, maintain and enrich the identity of the local neighbourhood. Develop a design that embodies the precinct character and its relationship to local communities to provide a distinctive sense of place.



Integration

Design and integrate infrastructure to respond and contribute to the aspirations and valued social, cultural and physical qualities of the local area. Provide an integrated design aligned with context analysis, local government and community vision and relevant broader government policies.



Range of Experiences

Provide opportunities for a range of uses and experiences that are accessible at different times of the day and the year. Create memorable, engaging and inspiring spaces and places that encourage people to dwell.



2.1.3 Amenity, Safety & Sustainability

- High quality urban amenity associated with the experience of a great public place contributes to a successful, equitable and prosperous community.
- A safe environment is essential for a strong and connected community.
- Activation and diversity in the experience of urban places supports a prosperous and healthy community.

Objectives:

High Quality

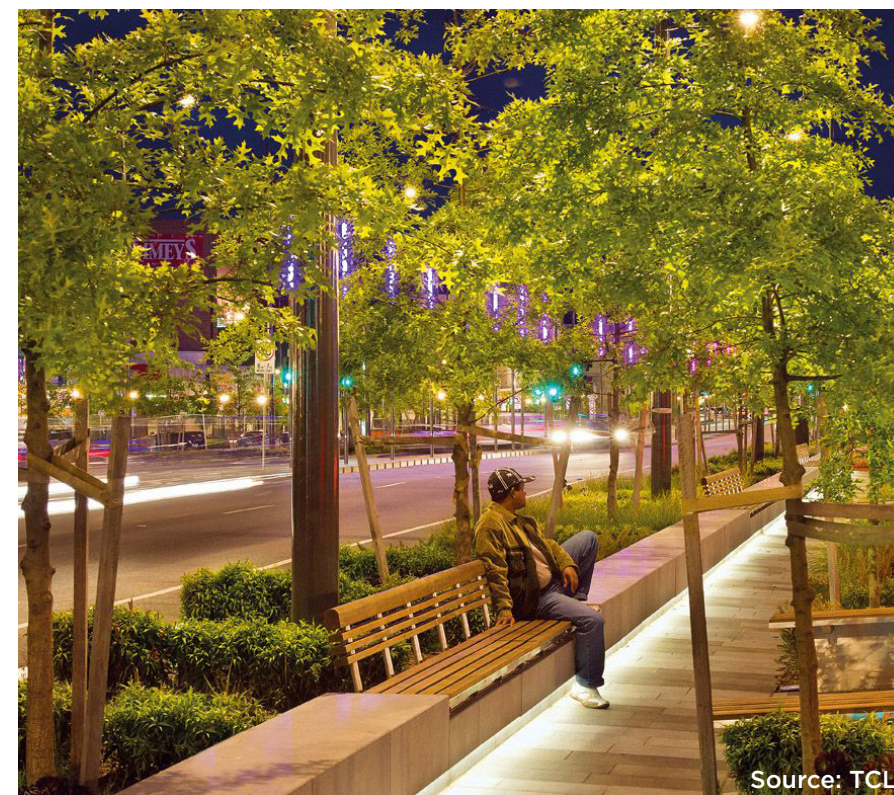
Provide a high-quality design outcome that makes a positive contribution to the local area through a well-considered concept, construction detail and execution.

Natural Surveillance

Maximise visual connections and passive surveillance opportunities in stations and public spaces. Provide clear, accommodating and legible routes, entries and exits.

Resilient

Design environmentally sustainable places that contribute to the transition to a net zero carbon city, considering the whole of life and precinct wide impacts and opportunities of the place. Ensure designs are adaptive to the current and projected impacts of environmental changes based on the Infrastructure Sustainability Rating Scheme.



2. Analysis

2.2 Existing Issues

This section identifies existing issues at Keon Park Station and its surrounds, highlighting poor urban integration and disconnections within the precinct.

2.2.1 A Disconnected Precinct

2.2.2 Site Lacks Identity

2.2.3 Poor Amenity and Safety

2.2.1 A Disconnected Precinct



- Railway Reserve
- Mixed Use Development
- Privately-owned Land
- Existing Mature Trees
- Bus Route
- Bus Stop
- On-road Bicycle Lane
- Off-road Shared Path

1. Disconnection between Urban Quarters

The station precinct lacks a sense of place due to the four disparate quadrants of High Street and Keon Parade intersection.

2. East-West Barriers

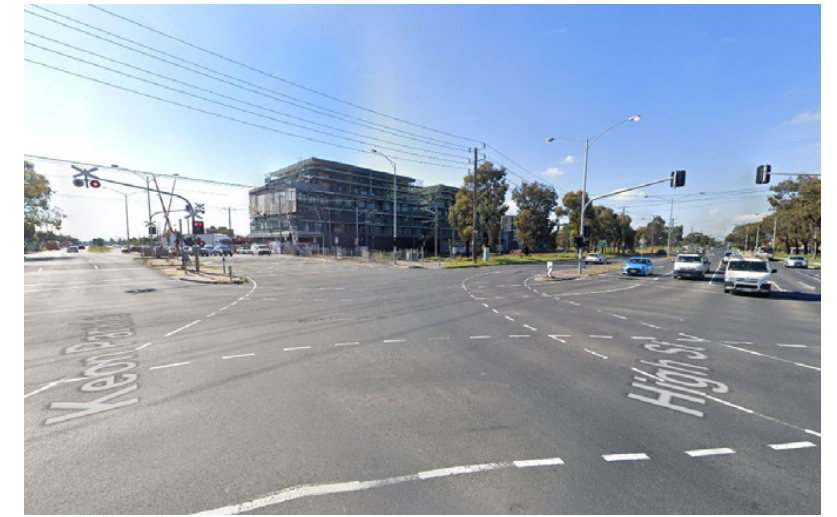
The rail corridor and High Street sever cross-corridor connectivity, dividing the community from east to west, and impeding access to community facilities

3. Distance to Bus Stops

Bus stops are too far from the existing station for safe and convenient intermodal transfer. Access from these locations is compromised or physically constrained by hostile traffic conditions.

4. Gaps in Cycle Network

The cycling network within the station catchment is unsafe, indirect and has several gaps



Disconnection between urban quarters.
Source: Google Maps Street View

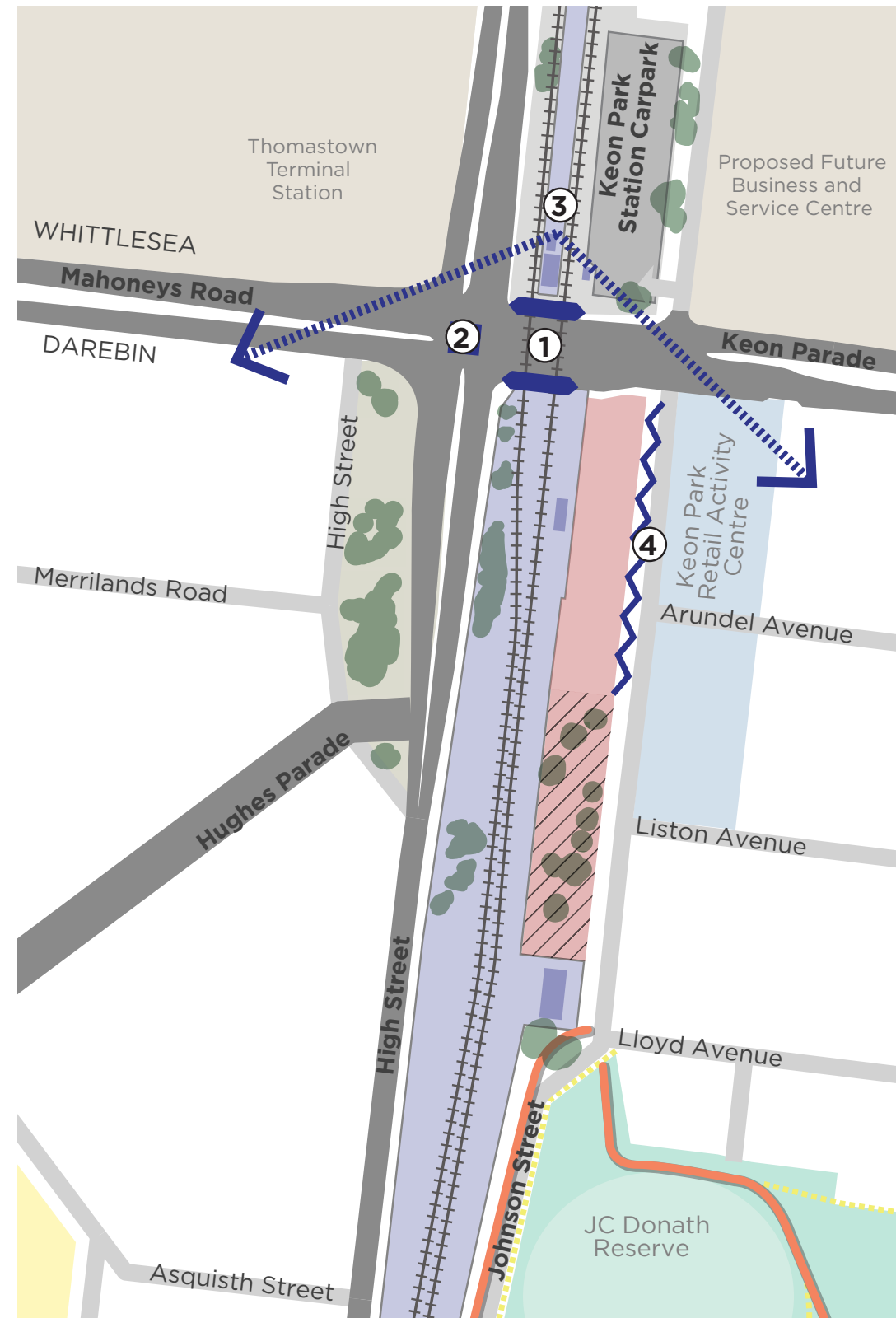


East-West barriers.
Source: Google Maps Street View



Inconvenient intermodal transfer.
Source: Google Maps Street View

2.2.2 Site Lacks Identity



1. Poor Rail Interface

The station precinct has a poor sense of arrival and lack of identity.

2. Wide and Busy Roads

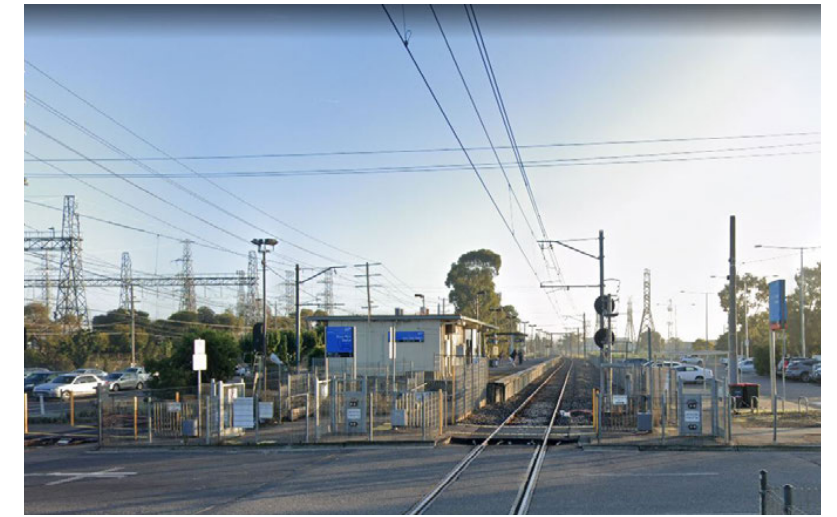
Pedestrian and cyclist access of the precinct is compromised by the high traffic environments of High Street, Keon Parade and Mahoneys Road.

3. Poor Station and Residential Interface

The existing station is remote from the adjacent residential catchment and Retail Activity Centre and located in the industrial zone, forcing the residential users to cross Keon Parade and High Street to access the station.

4. Secluded Retail Activity Centre (RAC)

The RAC is concealed from High Street by the residential towers impeding the ultimate function of the centre.



Poor rail interface.
Source: Google Maps Street View

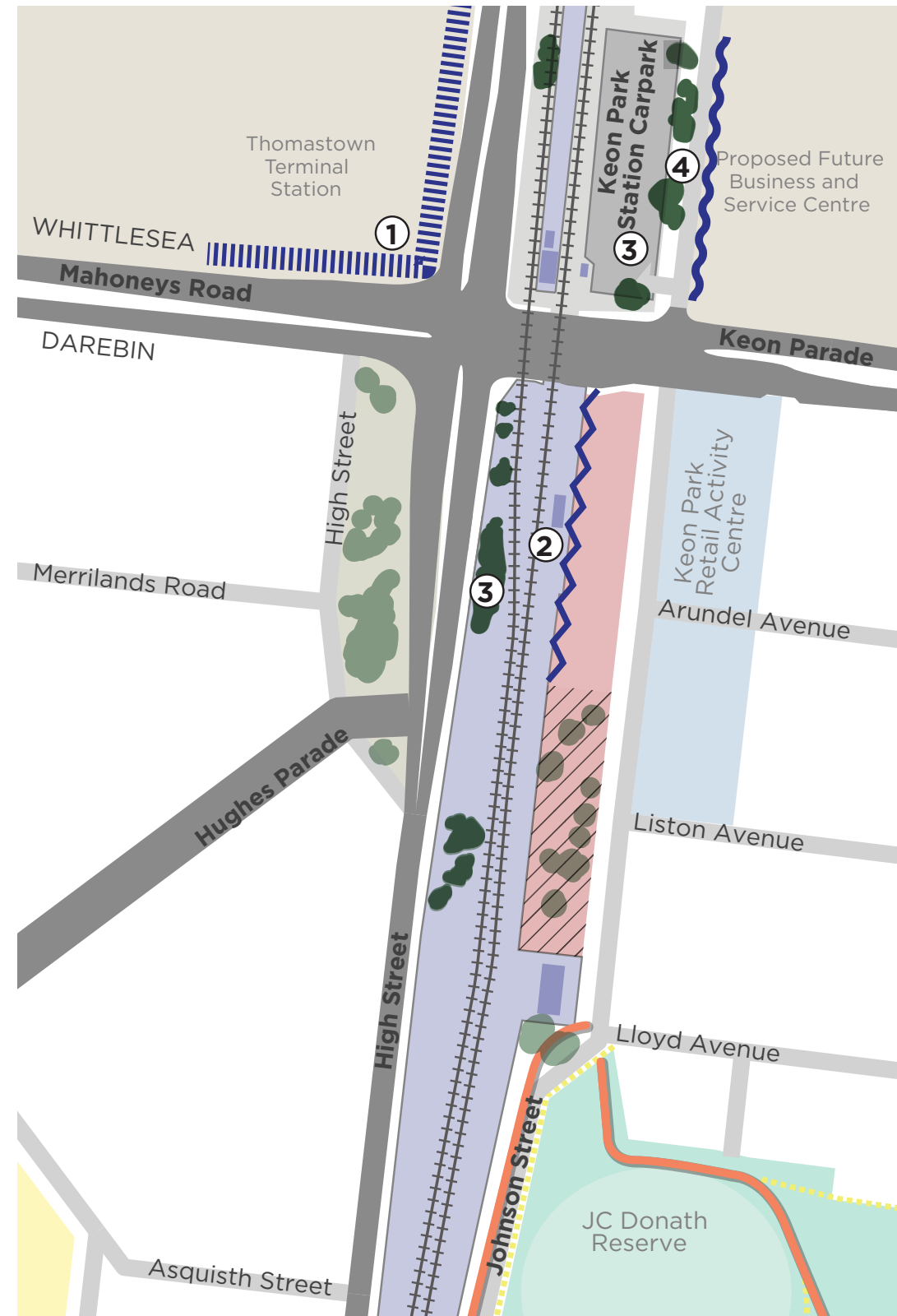


Wide and busy roads.
Source: Google Maps Street View



Secluded Retail Activity Centre.
Source: Google Maps Street View

2.2.3 Poor Amenity & Safety



- Railway Reserve
- Mixed Use Development
- Privately-owned Land
- Existing Mature Trees

1. Poor Visual Amenity

There is poor visual amenity due to the major infrastructure along the corridor, including transmission towers and overhead powerlines.

2. Unsurveilled Interfaces

There are passive surveillance issues due to adjacent developments not having active interfaces with the rail corridor and station precinct at ground level.

3. Loss of Mature Trees & Urban Heat Island

The station precinct is within a high Heat Vulnerability area (HVI 9/10). There are not enough trees and canopy cover to counter the urban heat island effects caused by the large areas of roads and un-shaded carparks. Moreover, high value trees within carpark area and along corridor are at risk of being removed for new works.

4. Unattractive/ Unsafe Carpark

Existing station carpark has poor amenity, poor passive surveillance, and a poor perception of safety. It is also disconnected from the new proposed station location by an 8 lane road creating serious safety concerns.



Poor visual amenity.
Source: Google Maps Street View



Loss of mature trees.
Source: Google Maps Street View



Unsafe carpark.
Source: Google Maps Street View

2. Analysis

2.3 Opportunities

This section identifies transformative urban integration and renewal opportunities that respond to the existing issues at Keon Park Station and its surrounds.

2.3.1 A More Connected Precinct

2.3.2 An Enhanced Precinct

2.3.3 Improved Amenity and Safety

2.3.1 A More Connected Precinct



1. North- South Connections

Improved north-south connectivity and an opportunity for a new shared user path underneath the rail bridge.

2. East-West Connections

High quality east-west connections that prioritise people then bikes.

3. Bus Stops

Opportunity to relocate bus stops closer to the station and provide direct and convenient access for intermodal transfer.

4. Integrated Cycling Facilities

Opportunity for an integrated cycling network and accessible cycling facilities at the station.



Active transport links underneath the rail bridge.
Source: LXP

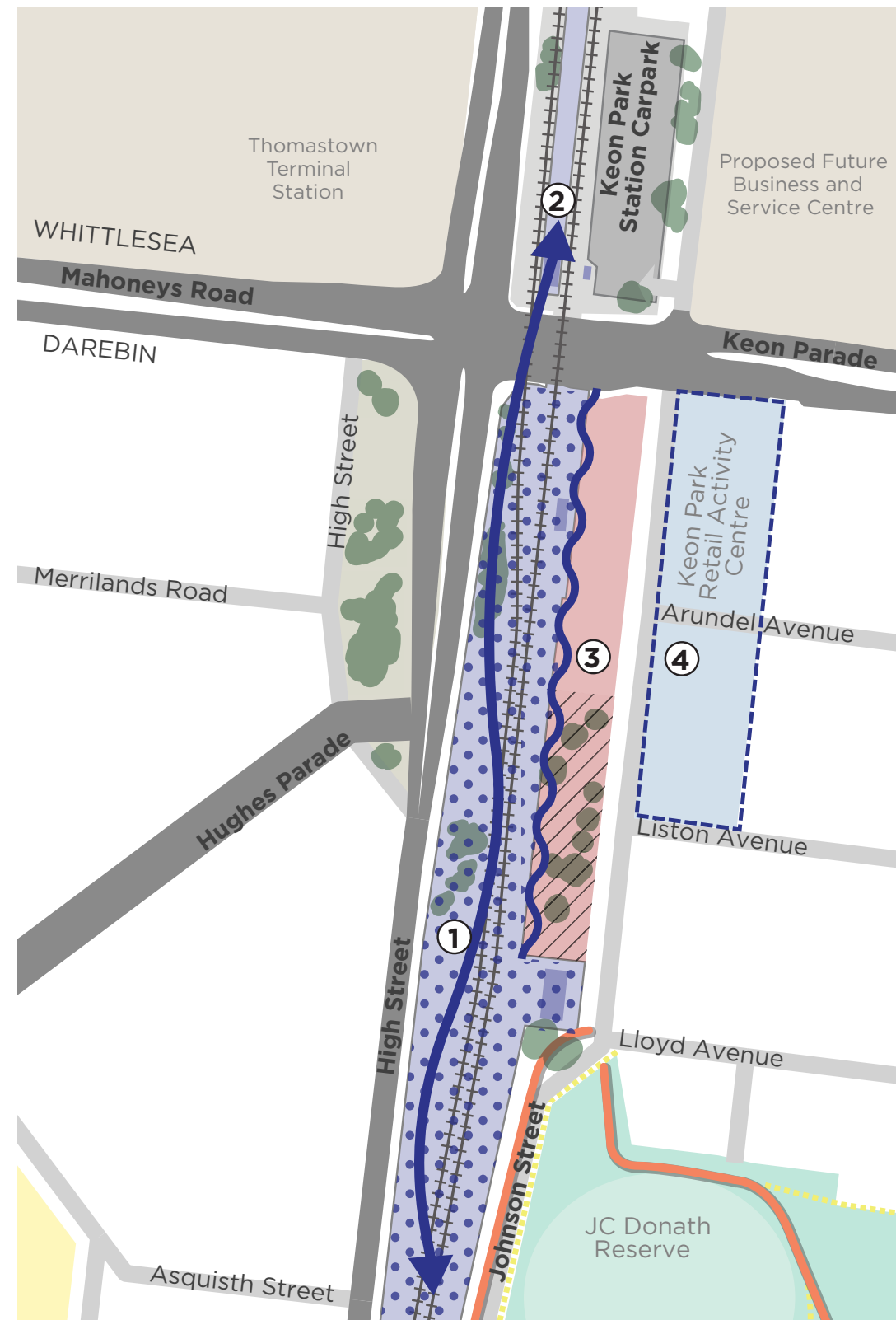


Shared User Path prioritises pedestrians and cyclists.
Source: LXP



Pavement treatment to prioritise pedestrians.
Source: Pinterest

2.3.2 Enhanced Precinct



1. The Highest Quality Urban Design

Use of complementary materials and landscaping that contributes to a sense of place.

2. A Human-Centered Approach

Opportunity for high quality bike and pedestrian pathways around station to improve access and minimise conflict with vehicles.

3. Responsive Design

Rail infrastructure positively contributes to the existing and future urban fabric and complements the character of the station precinct.

4. Vibrant Retail Activity Centre

The form and design of infrastructure supports activation and vibrancy of RAC



South Morang Station architecture.
Source: COX Architecture

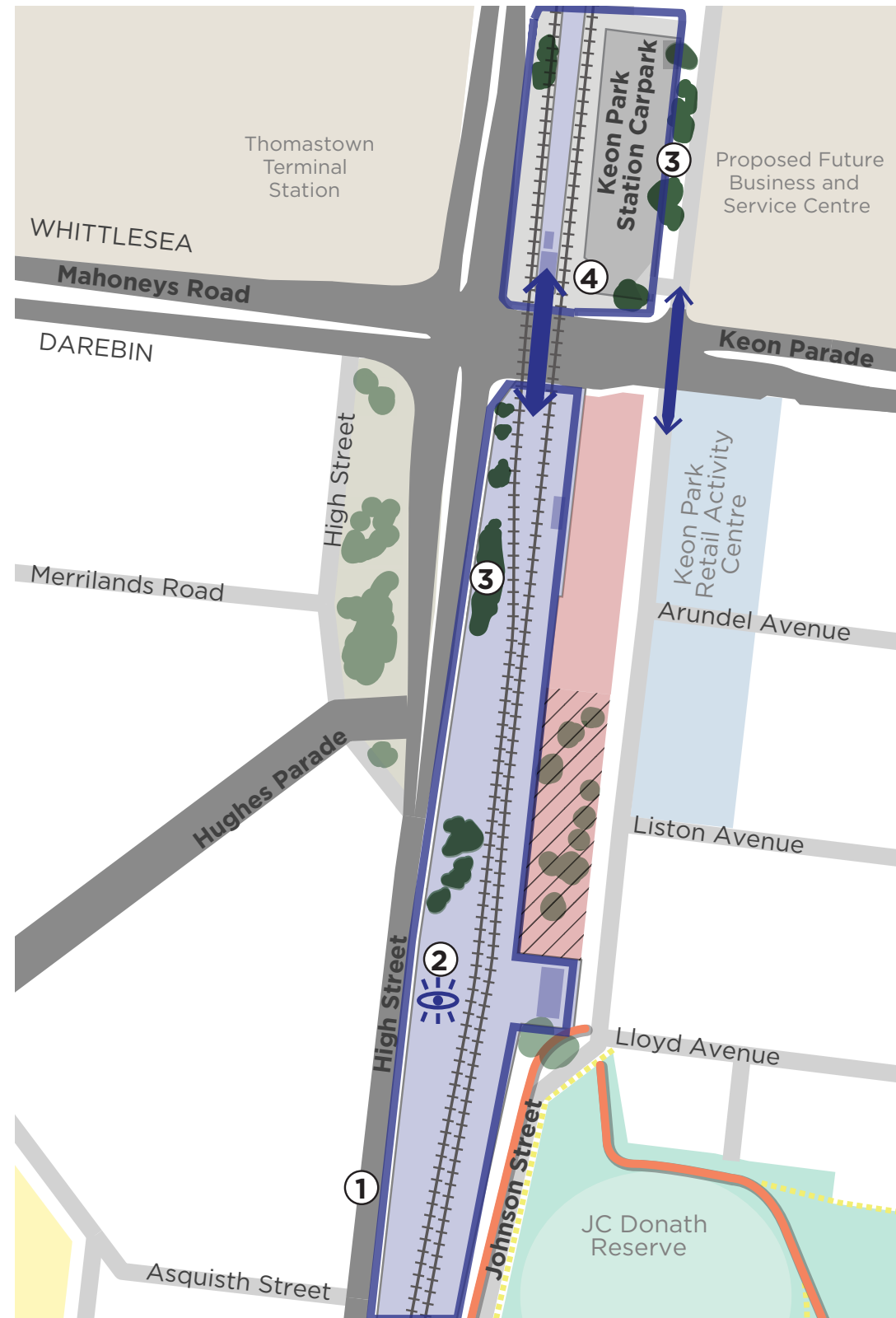


South Morang Station architecture.
Source: COX Architecture



High quality landscaping around Hawkstowe station.
Source: LXRP

2.3.3 Improved Amenity and Safety



- Railway Reserve
- Mixed Use Development
- Privately-owned Land
- Existing Mature Trees

1. Holistic Design Strategy

Visual amenity can be improved through an integrated, corridor-wide architectural and landscape design strategy.

2. Activation and Perceived Safety

Opportunity for the station and corridor to be safe both day and night, designed with women, children and the gender diverse in mind.

3. Enhanced Biodiversity

Opportunity to prioritise retention of significant trees within the corridor by assessing existing vegetation early in the development stage. Additional planting should be incorporated throughout the project site to provide shade and enhance biodiversity and habitat values.

4. Upgraded Carpark

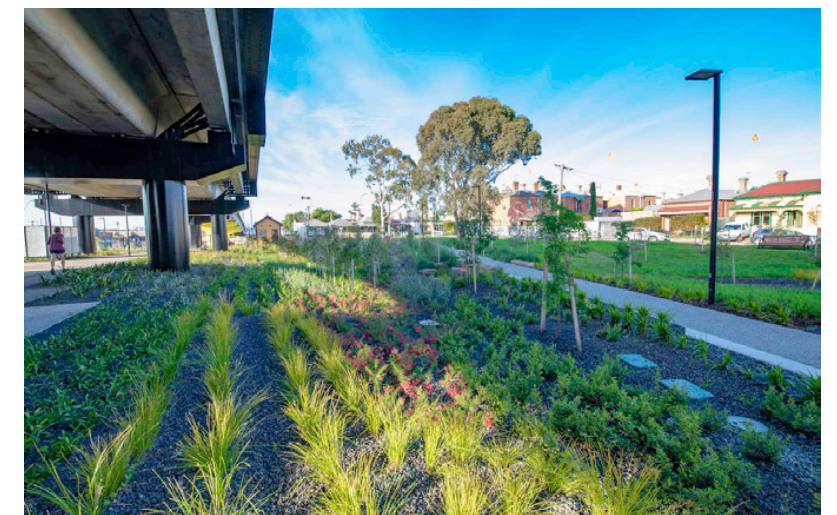
Opportunity to improve carpark amenity and provide direct safer access to the new station via pedestrian bridge and a new signalised crossing.



Integrated corridor-wide architecture and landscape design. Source: LXRP



Open spaces for rest, reflection and community gatherings. Source: Pinterest



Enhanced biodiversity through additional planting along the station corridor. Source: LXRP

3. Outcomes

This section outlines Council's desired outcomes for the new station precinct to enhance the character and function, and ensure journeys are safe, accessible and efficient.

3.1 A More Connected City

3.2 Improved Intermodal Connections

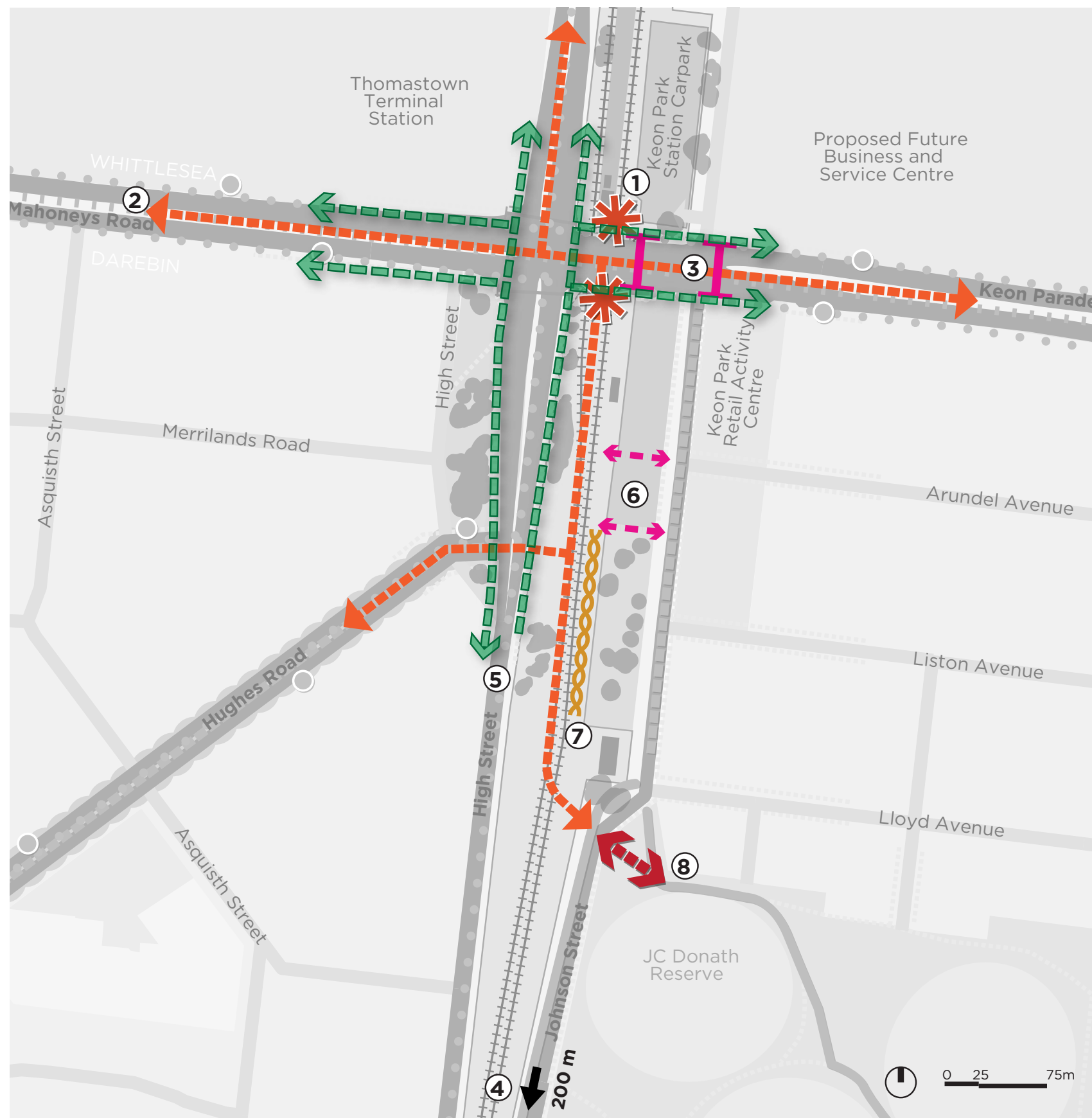
3.3 Enhanced Local Neighbourhood









3.4 New Useable, Beautiful, Green Open Spaces

3.5 A Safe and Welcoming Precinct

3.6 Sustainable and Easily Maintained

3.1 A More Connected City

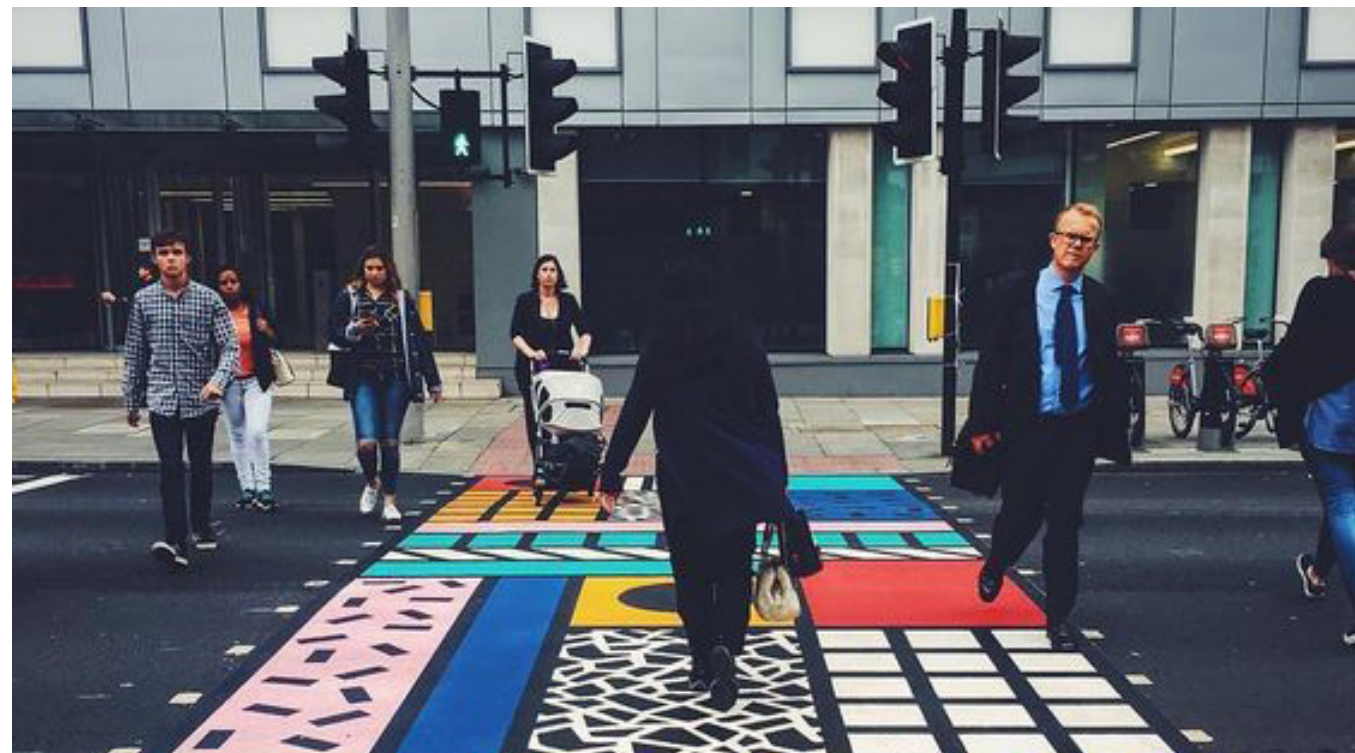


- ①  Multiple station entry points are provided for convenient station access for both the walk-up catchment from the south and intermodal transfers from the north.
- ②  A direct, safe and convenient off-road active transport link is provided within the rail corridor that connects into surrounding active transport networks.
- ③  Provide alternative active transport crossing points away from the High Street and Keon Parade intersection which are safe, comfortable and prioritise pedestrians, connecting users directly to station entry points.
- ④  The Hickford Street to High Street active pedestrian level crossing is retained and aligned with the Church/High Street signalised crossing.
- ⑤  Footpaths in the station precinct on High Street and Keon Parade are provided to improve accessibility and amenity for modal interchange and connections to community facilities, including Endeavor Foundation.
- ⑥  New active east-west connection/s are provided between residential developments, Retail Activity Centre and station corridor.
- ⑦  Opportunities for future developments to have a positive interface with the station precinct are not precluded.
- ⑧  Seamless connection from Donath Reserve shared path to new under-rail shared user path is provided.

3.1 A More Connected City



St Albans Station entry activated with retail frontages.
Source: LXRP

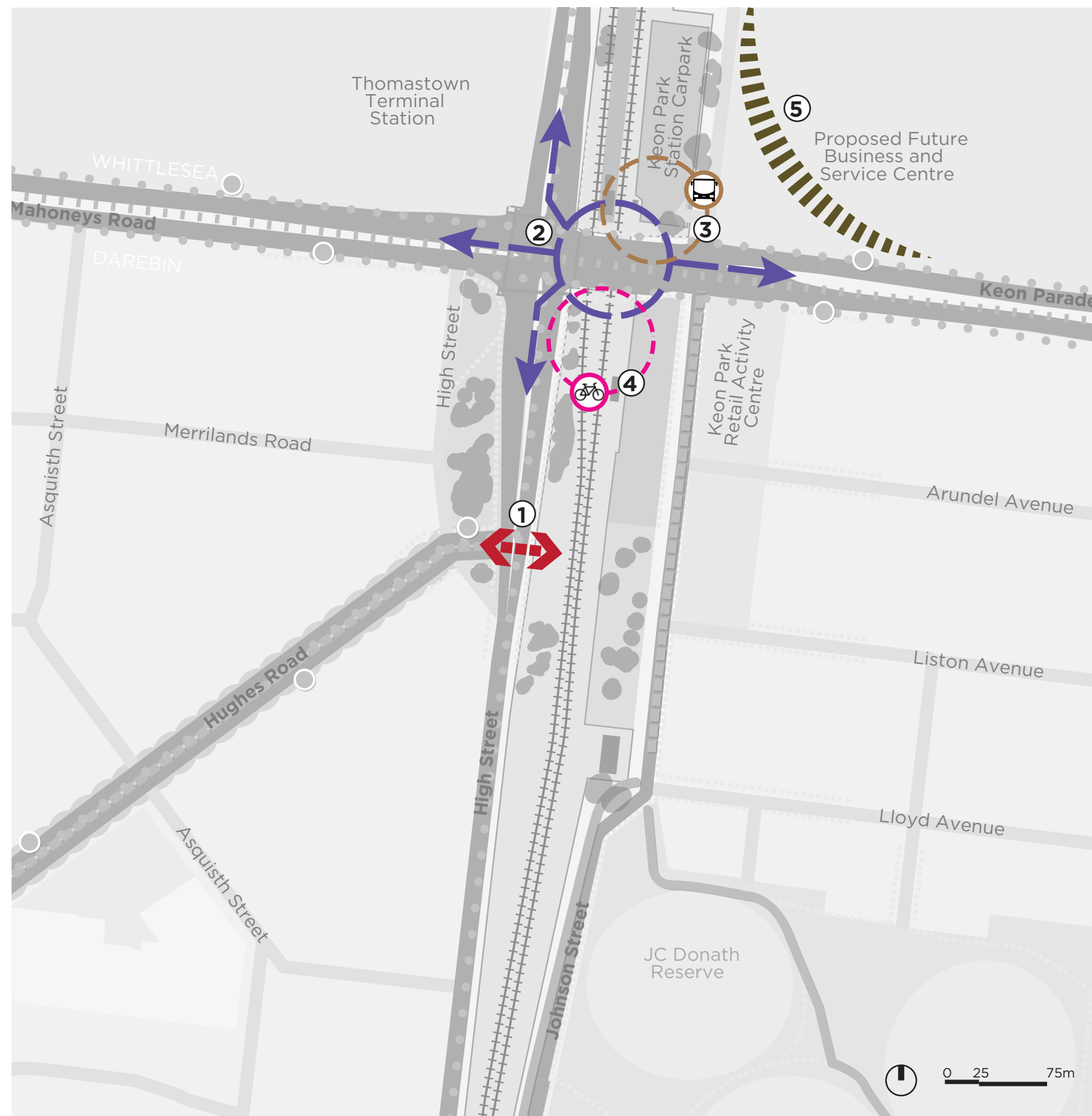


Pavement treatment and signalised crossing to prioritise pedestrians and increase safety.
Source: Pinterest



Shared User Path connecting into surrounding active transport links.
Source: LXRP

3.2 Improved Intermodal Connections



- 1** A direct and safe pedestrian and cycling crossing point to the rail corridor on High Street is provided at Hughes Parade.
- 2** Intermodal exchange is improved which allows for convenient pedestrian access from both Keon Parade and High Street to the station entry points, with bus stops in closer proximity, and direct sight lines between bus stops and station entry points.
- 3** **Bus Stops**

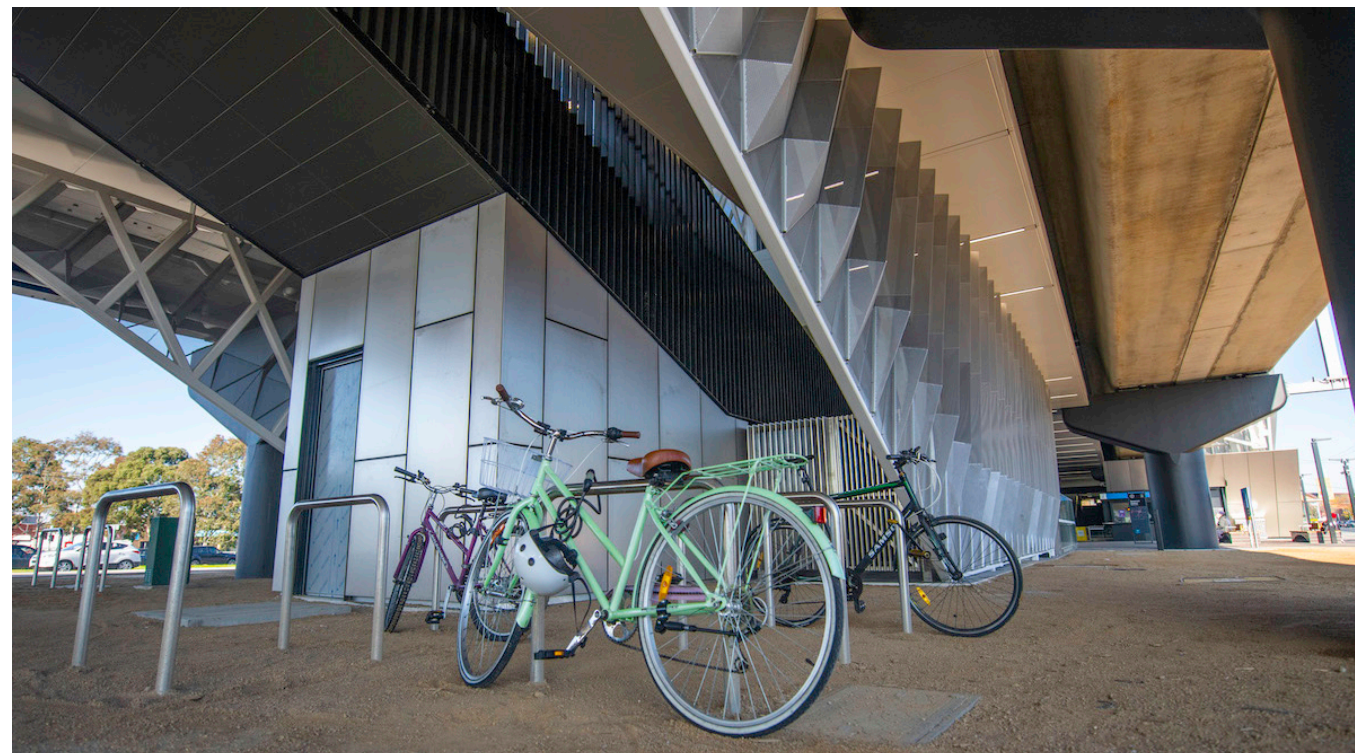
 - Safety and amenity of intermodal transfers for bus users is improved with upgrades to proximity and accessibility from bus stops to the station entry on both High Street and Keon Parade.
 - Bus stop waiting, transfer and shelter facilities are integrated with the new entry to the station in line with Department of Transport’s Movement & Place Framework.
 - Existing bus stops on Keon Parade are relocated to outside Keon Park station, and are fully accessible when the station opens.
 - Direct and convenient access is provided between station exits and bus stops on both sides of Keon Parade.
 - Bus priority on approach and departure of Keon Parade/High Street/Mahoneys Road intersection is provided.
- 4** **Integrated Cycling Facilities**

 - Cycling facilities are well lit, secure and easily accessible.
 - Minimum provision of 40 free bike parking spaces and a new enclosed Parkiteer providing an additional 26 spaces
- 5** The Thomastown Industrial Area Plan’s vision is supported by futureproofing the northern end of the site as a potential future mixed use site, with a cycle link and green open space corridor.

3.2 Improved Intermodal Connections



Integrated bus interchange at Blackburn Station.
Source: LXRP

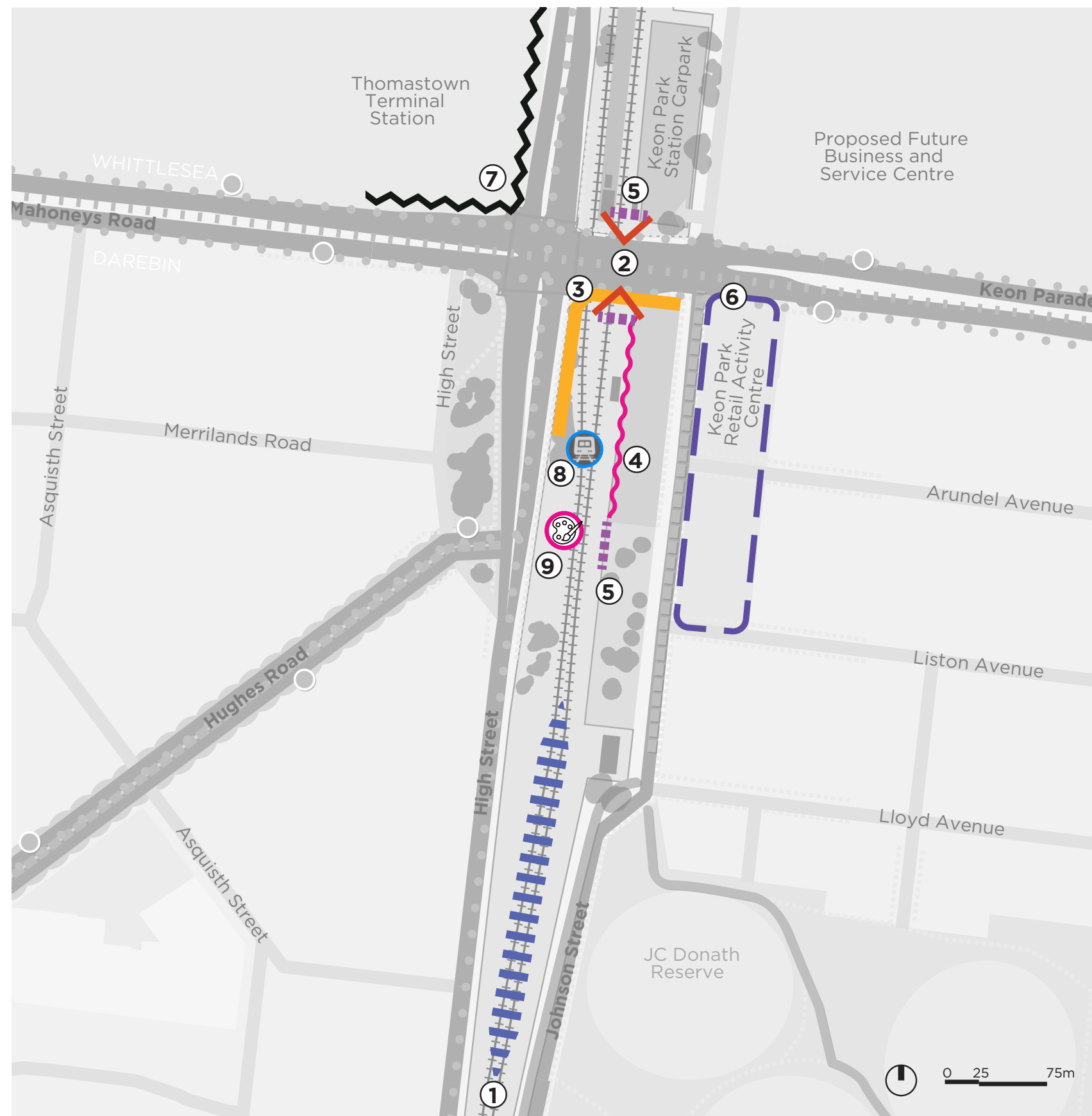











Integrated cycling facilities at Reservoir Station.
Source: LXRP



Secure bicycle parking at Murrumbeena.
Source: LXRP

3.3 Enhanced Local Neighbourhood



- ①  Rail infrastructure along the High Street interface reflects the rhythm of the local context.
- ②  The main station entry is oriented to Keon Parade.
- ③  A strong civic interface at Keon Parade and High Street station frontages is created.
- ④  The station precinct adjacent to existing apartments enables passive surveillance and ensures ongoing residential amenity.
- ⑤  Forecourt spaces and station building entrances are aligned appropriately and set back from main roads.
- ⑥  The interface of the retail activity centre is improved through enhancements within the station precinct and public realm.
- ⑦  The rail infrastructure is used to screen long views of large scale industrial and power infrastructure elements.
- ⑧  **New Station**
 - The new Keon Park station building is modern and contemporary, exemplifying design excellence and responds to local context in terms of its built form, aesthetics and design language.
 - The station building is activated on ground level next to key pedestrian areas and public spaces.
 - The station includes escalators in its design to ensure it continues to function well in a growing precinct.
- ⑨  **Art and Identity**
 - Integrated art opportunities which consider the unique character and history of the station precinct are included in the design of the station and landscaping.
 - A Creative Arts Curator is employed to integrate art into built form elements throughout the corridor - architecture, landscape, lighting, signage, fences, rail pylons at rail bridges, reflecting local stories and working with indigenous, multicultural and local artists.
 - Traditional Owners are engaged with early, continually and meaningfully throughout the design process of new open spaces through to final construction.

3.3 Enhanced Local Neighbourhood



North Melbourne Station architecture.
Source: COX Architecture







Heritage building incorporated into the design at Coburg Station.
Source: LXRP




Complementary materials at Middle Gorge Station.
Source: LXRP

3.4 New Useable, Beautiful, Green Open Spaces



- 1**  The existing landscape character of the pocket park on the south-west corner of the High Street and Mahoneys Road intersection is recognised and responded to.
- 2**  High quality public realm connections are provided to encourage pedestrian and cyclist use and integration with the residential catchments.
- 3**  An orientation point within the public realm is provided to allow for pedestrian wayfinding to connections within and around the southern station precinct. Clear visual connections to key locations such as the station entry, Johnson Street RAC, JC Donath Reserve, High Street/Church Street signalised crossing and the future innovative industrial precinct are provided.
- 4**  **New Open Space**

 - New open space and new high-quality green, useable parks are designed in collaboration with the community.
 - New public open spaces are seamlessly integrated with existing open spaces such as JC Donath Reserve.
 - A nature-based playspace is provided for children to enjoy and connect with nature.
- 5**  **Trees and Vegetation**

 - All significant trees are accommodated into the design, with five new trees for any tree removed. Amenity of the corridor and adjacent streetscapes is improved through additional street trees.
 - Canopy coverage is increased to 25% on public land in line with Darebin's Urban Forest Strategy.
 - New trees are healthy and planted in locations that maximise sunlight and are suitable for deep ground planting.
 - New vegetation is made up of at least 95% indigenous and native plants which respond to specific climatic and environmental conditions of the precinct including soil types, wind, temperature, rain, and solar access noting the impact of rail infrastructure.

3.4 New Useable, Beautiful, Green Open Spaces



Maximised retention of significant trees.
Source: Trees of Stanford

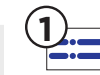
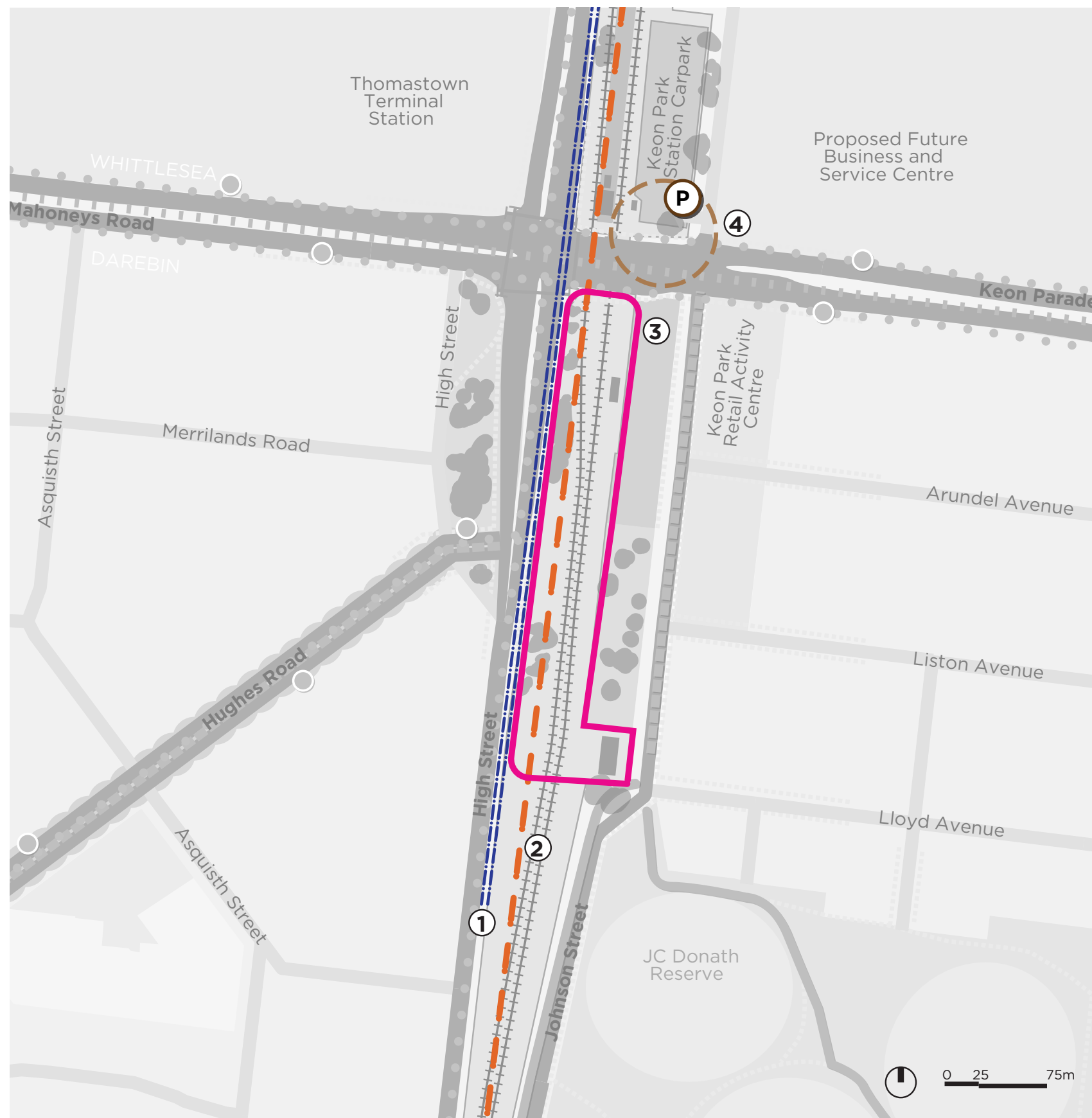


Open spaces for play and recreation.
Source: ASPECT Studios



Fun and colourful open space under the rail bridge at Lilydale.
Source: LXR

3.5 A Safe and Welcoming Precinct



The visual amenity of the station precinct is improved through the relocation or undergrounding of existing powerlines running along the west side of the corridor.



Railway Infrastructure

- The lengths of the viaduct spans on elevated structures are maximised to allow for strong passive surveillance and direct sightlines around the station precinct.
- Abutments, retaining structures and embankments are minimised and located away from public realm areas.
- Head-height clearance to the bottom of headstocks must be a minimum of 2.4 m high outside of the station precinct. Where this is not possible, the undercroft of the viaduct must be enclosed below.



Station Corridor

- Locals and visitors can easily find their way around with new information and wayfinding signs designed in line with the Darebin Signage Strategy.
- Design of station and paths provides equitable, Age Friendly, and dignified access to all parts of the community, especially walkers and ‘wheelers’ (walking frames, wheelchairs, motor scooters).
- Design discourages graffiti and anti-social behaviour by using Crime Prevention Through Environmental Design (CPTED) principles.
- The entire shared path is well-lit with areas for people to use.
- The corridor has frequent exit points, framed by low level landscaping and narrow tree trunks for safe, clear lines of sight.
- Along the rail, interpretative signage is provided which promotes learning and appreciation for local biodiversity and nature.



Commuter Carpark

- DDA parking and Pick Up Drop Off facilities are located with clear sightlines to ensure they are well surveilled from all directions.
- Station entry points are provided from the carpark for safe and convenient commuter access.
- The number of commuter carparking spaces is the same as it currently is.
- Accessible car parks, ‘kiss and ride’ drop offs and taxi ranks are located on the northern side of Keon Parade and conveniently accessible from station building and designed to minimise pedestrian conflict.

3.5 A Safe and Welcoming Precinct



Windsor Plaza during the day.
Source: ASPECT Studios

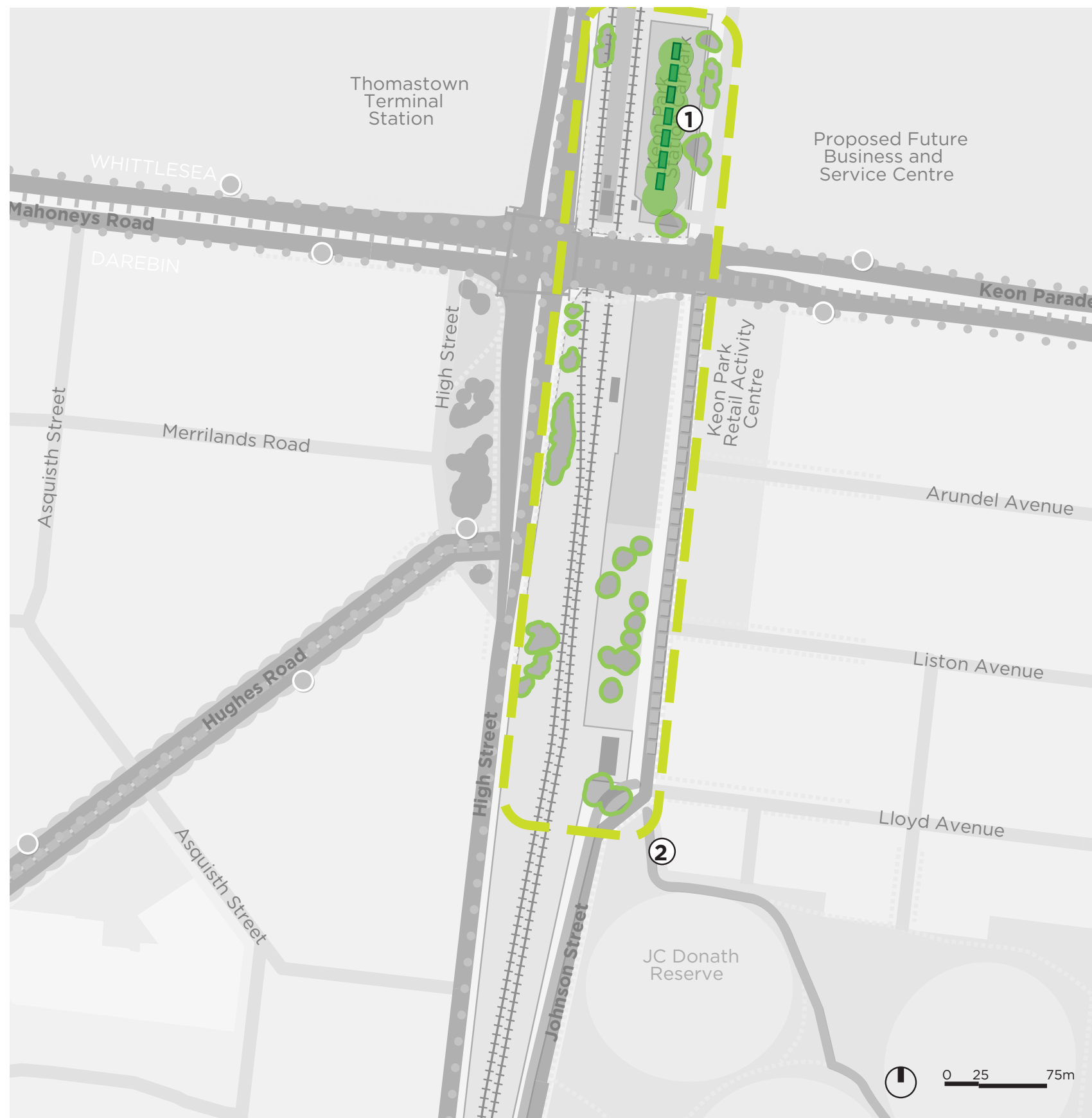


Windsor Plaza at night.
Source: ASPECT Studios



Wayfinding signage at Reservoir Station.
Source: LXRP

3.6 Sustainable and Easily Maintained



Commuter car parking areas and streetscapes incorporate canopy planting and WSUD and safe, separated pedestrian access.



Corridor Sustainability

- Sustainability is a core part of the station building design, functionality and energy use, and integrated early in the design development.
- Large areas of hard impervious surfaces are minimised in favour of permeable pavements and vegetation to return water to the soil and ground, particularly in car parking.
- Passive irrigation for public open space areas is used to increase vegetation growth and amenity, and maximise flood mitigation measures for the corridor and station precinct.
- High quality integral finishes are preferred wherever possible and use of cladding or applied finishes is minimised for longevity and low maintenance.
- Light-coloured pavements are used where high foot traffic is not expected to minimise heat absorption.
- Any trees that are removed are utilised as habitat logs and/or for street furniture if the timber class is appropriate.
- Playspaces, active recreation spaces, dog parks and community spaces are designed using robust, sustainable materials and landscaping.
- The materials of buildings and infrastructure are sustainable, using concrete from sustainable sources and other recycled materials, and concrete aggregate for the shared user paths.
- The corridor is water sensitive with water sensitive urban design incorporated into open spaces to maximise useability for all users.
- The initial maintenance period provides a high quality and regular maintenance regime to ensure successful establishment of plants/landscaping during the defects period.
- Materials including track, train station, and heritage elements are resused in new open spaces.

3.6 Sustainable and Easily Maintained



Carpark solar farm in Wodonga.
Source: VicWater



Grassland enhancing biodiversity.
Source: Australian Plants Society Victoria



Any trees that are removed are utilised as habitat logs in playspaces and/or for street furniture if the timber class is appropriate.
Source: ASPECT Studios

4. Proactive Support for Local Community

This section outlines Council's desired support for local businesses and the community to ensure that the inevitable disruption is as minimal as possible throughout construction and delivery.

4. Proactive Support for Local Community

During Construction - Disruption

- Local businesses, traders, and community are supported throughout construction disruptions and the additional works post construction.
- A program of temporary activation events to support local businesses thrive during the works, including 'shop local' campaigns and activities that bring/retain customers and visitors. Programming takes a coordinated approach with Council and the local businesses to ensure a significant positive impact.
- Minimised disruption to local communities by ensuring haulage and delivery of goods for the projects occurs only on major roads and during off-peak times.
- Maintaining current level of pedestrian and cycle access throughout disruption.
- Public parking is kept free for the community, visitors, shoppers and local workers.
- Construction staff and contractors and their work vehicles are provided with alternative parking with no reduction in car spaces available to the public.
- Existing public car parks such as Keon Park Station parking, continue to be publicly available through the construction period.
- Construction timing minimises disruption on busy days.
- Connection is maintained for people accessing Keon Park Station.
- LXRPs and workers creatively support a diverse range of local business types and sectors, including through encouraging worker patronage across different goods and services and sourcing goods and services for prizes.
- Movement, connection and local character in existing streets and paths are improved by the level crossing removals and design.
- Local streets are not negatively impacted by new traffic movements.
- Rail noise is kept to a minimum through noise attenuation bridge design.

During Construction - Communication

- Clear communication and consultation with due notice prior to impacts such as road closures, power outages or occupations, with businesses and traders, and their concerns actively incorporated into delivery activities. This includes information sessions as a complement to written documentation.
- Communication strategies and provision consistently addresses the digital, written and verbal information needs of CALD and non-CALD businesses. This includes information in many languages and provided in person as much as possible with translators.

Targeted Employment

- Prioritise employment and training opportunities for Darebin residents impacted by COVID-19 through the LXP across profession types.
- Target employments and supply chain opportunities towards economically disadvantaged groups, specifically the CALD community, women, young people and Darebin residents impacted by COVID-19. This should be reflected in LXP contractual arrangements.
- People from Aboriginal and Torres Strait Islander backgrounds are employed to create a more diverse workforce target of 3% and add value to the project.
- Darebin based social enterprises are engaged and provide employment opportunities for LXP.
- Local artists are engaged to design and create work decorating construction hoarding panels.
- Partner with local tertiary education institutions to support local employment and training opportunities.

5. Advocacy

This section outlines Council's Top Asks for the Keon Park Level Crossing Removal Project. Council seeks exemplary urban design outcomes for the precinct to reinvigorate and reconnect communities.

Top Asks

1. **Deliver an activated station concourse that integrates with the surrounding area and includes an urban plaza with a clear, direct connection from the station to Johnson Street activity centre.**
2. **Provide all station car parking, kiss and go and taxi ranks on the northern side of Keon Parade.**
3. **Provide direct platform access north of Keon Parade, in addition to the Station concourse entrance.**
4. **Design, construct and operate a zero emissions station which includes:**
 - a. Minimising embodied emissions during demolition and construction.
 - b. Maximising energy efficiency principles.
 - c. 100% renewable all electric sourcing.
 - d. On-site renewable energy generation.
 - e. EV car and bike charging stations as per Councils EV Policy.
5. **Plant 200 native trees native along the rail corridor to include Ruthven Station to Keon Park Station, Mahoneys Road and Keon Parade.**
6. **Retain, regenerate and add new planting of significant, native trees and vegetation throughout the project area. Any replacement must be at a minimum ratio of 5:1.**
7. **Allocate \$350,000 of funding for pieces of locally produced art in the vicinity of the station that complements location identity and references the local cultural heritage of the area.**
8. **Provide secure, safe and convenient bike parking facilities within the precinct and integrate into the station design with minimum capacity for 40 bikes**
9. **Incorporate traffic safety measures:**
 - a. Deter non-local traffic from using Johnson Street as a through-route.
 - b. Provide a raised crossing on Johnson Street at the Keon Parade intersection.
 - c. Provide an at-grade crossing of Keon Parade to the eastern side of Johnson Street.
10. **Connect pedestrian, cycling and wheeling routes throughout, including Hughes Parade to Liston Avenue/Donath Reserve, Johnson Street to High Street and further afield to Edgars Creek and Darebin Creek.**
11. **Provide a high-quality bus/train interchange on both sides of Keon Parade that provide seamless easy transfer from the station to the orbital bus route.**
12. **Improve the interface of the Johnson Street and Keon Parade activity centre through streetscape improvements such as tree canopies, shop front revitalisation, laneway upgrades, and external façade upgrades. Include street furniture, raised thresholds and artworks informed by Council's Urban Design Guidelines and to the value of \$3m.**
13. **Undertake lighting and active infrastructure upgrades which extend beyond the station precinct, to create a safe and active connection between Donath Reserve, High Street, Hughes Parade and Johnson Street.**
14. **Address equity impact and climate emergency by including amenities such as free showers, toilets, charging stations and better canopies to address climate change adaptation for sleeping rough and homelessness.**
15. **Capital support to design and construct new playgrounds, green gyms, extended path connections, urban forests and boardwalks, amphitheatres and a new outdoor community hub space for activity and social interaction, as outlined within the Donath and Dole Reserve Masterplan.**
16. **Transfer any voluntary acquired properties for adaptive community use which considers a post-Covid environment and initiatives for individuals and small business owners such as: community skill share space, community business libraries or initiatives such as office share space.**
17. **Activate the rear of the existing apartment buildings to provide an improved interface with the new station and concourse.**
18. **Engage meaningfully with Traditional Owners and consult with the Wurundjeri Traditional Owner Group architects and Darebin Aboriginal Advisory Committee (DAAC) throughout the project, including during precinct design.**

8.9 GOVERNANCE REPORT - JUNE 2022**Author:** Senior Council Business Officer**Reviewed By:** Acting Manager Governance & Corporate Strategy**EXECUTIVE SUMMARY**

The matters covered under the Governance Report for the month of June 2022 are:

- Summary of Advisory Committees, Councillor Briefing and other informal meetings of Councillors.
- Reports by Mayor and Councillors.
- Responses to the questions taken on notice during Public Question Time at the Council Meeting held on 23 May 2022.
- Summary Report of Hearing of Submissions Committee meetings held on 26 May 2022
- CEO Employment Matters Committee Minutes
- Audit and Risk Committee Matters
- Extension of the 'Public Transparency Policy' for 2 years.

Officer Recommendation

That Council:

- (1) Notes the Governance Report – June 2022.
- (2) Notes the Summary of Advisory Committees, Councillor Briefings and other Informal Meetings of Councillors at **Appendix A** to this report, for incorporation in the minutes of this meeting.
- (3) Notes that reports by Mayors and Councillors submitted prior to the meeting and circulated to Councillors, will be incorporated in the minutes of this meeting.
- (4) Notes the responses to the questions taken on notice during Public Question Time at the Council meeting held on 23 May 2022, at **Appendix B** to this report.
- (5) Notes the Summary Minutes of the Hearing of Submissions Committee Meeting held on 26 May 2022 at **Appendix C** to this report.
- (6) Notes the Minutes of the CEO Employment Matters Committee Meeting held on 15 March 2022 and 6 June 2022.
- (7) Notes and receives the Audit and Risk Committee Biannual Report for the period from December 2021 to May 2022 at **Appendix D** to this Report.
- (8) Endorses a fee of \$2,108.90 per meeting for the Chairperson and \$1,662.75 per meeting for external Members of the Audit and Risk Committee for Financial year 2022-23 and back payment to a total of \$755.55 for the Independent Chair for 2021/22 and
- (9) Appoints _____ as an independent member on Council's Audit & Risk Committee for a term of three years (from the date of resolution to June 2025) in accordance with the Audit and Risk Committee Charter, with an option of a further three-year term by mutual consent (concluding June 2028).

Endorses the extension of 'Public Transparency Policy' for two years until June 2024 at **Appendix G** to this report.

BACKGROUND / KEY INFORMATION

In accordance with Council's Governance Rules 2020, the agenda for each Ordinary Meeting is required to list certain governance / administrative matters in addition to other specified items. These include the Reports of Standing Committees (for example the Hearing of Submissions Committee), Summary of Meetings (for example Briefings, Advisory Committee), responses to Public Questions taken on notice and reports by Mayor and Councillors.

Rather than having multiple reports for these governance / administrative matters on each agenda, it is considered appropriate to consolidate these matters in one standing report to provide a single reporting mechanism for a range of statutory compliance, transparency and governance matters.

This is in accordance with best practice, good governance principles, transparent and accountable reporting of governance activities and to ensure compliance with the requirements of the Act, Council's Governance Rules and related regulations. This report additionally incorporates matters including but not limited to reporting of advisory committees, items relating to the delegation of Council powers, policy and strategy reporting, and the reporting on Councillors' expenses.

The matters covered under Governance Report for the month of June 2022 are:

Summary of Advisory Committees, Councillor Briefing and other informal meetings of Councillors

In accordance with Council's Governance Rules 2020 for any meeting of an Advisory Committee established by Council attended by at least one Councillor or a scheduled or planned meeting to discuss the business of Council or to brief Councillors, and which is attended by at least half of the Councillors and one member of Council staff and which is not a Council meeting, Delegated Committee meeting or Community Asset Committee meeting the Chief Executive Officer must ensure that a summary of the meeting is:-

- a) Tabled at the next convenient Council meeting; and
- b) Recorded in the minutes of that Council meeting

The summary of the meeting should include:

- a) The time, date and location of the meeting
- b) The councillors in attendance
- c) The topics discussed
- d) The positions of council officers in attendance
- e) The organisation that any attendees external to council are representing and
- f) Any conflicts of interest declared, including the reason

A Summary of the following Advisory Committees, Councillor Briefings or other Informal Meetings of Councillors are attached at **Appendix A** to this Report:

- CEO Employment Matters Committee – 8 April 2022 (updated)
- Edgars Creek and Edwardes Lake Task Force Meeting – 3 May 2022
- Councillor Briefing Session – 16 May 2022
- Darebin Aboriginal Advisory Committee Meeting – 25 May 2022
- Resident meeting regarding Go West / Bell station car park access – 26 May 2022
- Meeting regarding Safe Access Over Bell Street Bridge for Everyone – 26 May 2022
- Darebin Welcoming Cities Community Reference Group – 31 May 2022
- Interfaith Advisory Committee – 2 June 2022
- CEO Employment Matters Committee meeting (1) – 6 June 2022
- CEO Employment Matters Committee meeting (2) – 6 June 2022
- Councillor Briefing Session – 6 June 2022
- Active and Healthy Ageing Advisory Committee – 9 June 2022
- Councillor Briefing Session – 14 June 2022

Reports by Mayor and Councillors

The Mayor and Councillors submit their monthly report by 4.00pm on the day of each Ordinary Council Meeting, detailing their attendance at various functions and activities since the last Council Meeting. Reports submitted by Mayor and Councillors will be recorded in the minutes of this meeting.

Responses to Public Questions taken On Notice – Council meeting 23 May 2022

Pursuant to the Councils Governance Rules the response to a question from the public taken on notice must be recorded in the minutes of the next Ordinary Council meeting.

Questions taken on notice at the Ordinary Council meeting held on 23 May 2022 and subsequently responded to are provided in **Appendix B** to this report.

Reports of Standing Committees – Hearing of Submissions Committee – 26 May 2022

The Hearing of Submissions Committee is a Delegated Committee of Council appointed, pursuant to section 63 of the *Local Government Act 2020* (the Act), to exercise Council's powers, functions and duties relating to the hearing of submissions received by Council in accordance with Section 223 of the Local Government Act 1989.

A meeting of the Hearing of Submissions Committee was held on 26 May 2022. A summary report of the meeting is attached at **Appendix C** to this report. The minutes of the meeting, incorporating the report considered by the Committee, have been circulated to Councillors and are available on Council website.

CEO Employment Matters Committee Minutes

The minutes of the CEO Employment Matters Committee meeting held on 15 March 2022 and 6 June 2022, approved by the Chair have been circulated to Councillors only separately.

Audit and Risk Committee Matters**Audit and Risk Committee – Biannual Report**

The Audit and Risk Committee is a committee established in accordance with section 53 and 54 of the Local Government Act 2020 (the Act) to assist Darebin City Council (Council) in fulfilling its responsibilities relating to external financial and performance reporting, risk and financial management, corporate governance, internal control systems and providing advice to drive continuous improvement.

The Audit and Risk Committee's role is to report to the Council and provide appropriate advice and recommendations on matters relevant to its Charter in order to facilitate decision making by the Council in relation to the discharge of its responsibilities.

This Bi-Annual Report provides a summary of the activities, issues and related recommendations of the Audit and Risk Committee between December 2021 and May 2022 and is attached at **Appendix D** to this report. This report meets the reporting requirements to Council as mandated by the *Local Government Act 2020* (LGA) pursuant to section 54(5) and importantly provides Council with a summary of the matters that the Audit and Risk Committee has addressed in the reporting period in discharging its responsibilities under its Charter.

The next report on the Audit and Risk Committee will be reported to Council in December 2022.

Audit and Risk Committee Fees FY 2022-23 and benchmarking of fee paid to the Chair

In accordance with section 53 of the Local Government Act 2020, Council will pay a fee to all external members of the Audit and Risk Committee with the amount determined by Council, taking into account an assessment of the market and the recommendations of the CEO, which will be indexed in alignment with the rate cap % each 1 July.

To inform the remuneration to external members from 1 July 2022, the Risk and Improvement Coordinator undertook an exercise to benchmark the fee paid to the external members against several peer City Councils. This benchmarking was also designed to address a matter raised by the Independent Chair regarding remuneration following the last review. The benchmarking exercise confirmed the fee paid to the Chair was significantly lower when compared across the sector, in terms of the amount and the differential between the Independent Chair and Independent Members.

In alignment of the rate cap %, the proposed increase in fees for 2022-23 is 1.75%. In accordance with the rate cap and adjustment of the independent Chair fees to bring in line with sector fees, the recommended fees are as follows:

| | |
|-------------|---|
| Chairperson | \$2,108.90 per quarter (increased from \$1,883.75 in 2021/22). Back payment of \$755.55 in response to the review of the 2021/22 remuneration. |
| Member fee | \$1,662.75 per quarter (increased from \$1,634.25 in 2021/22) |

As per section 6 of the Audit and Risk Committee Charter, external members are paid on a quarterly basis (not per meeting) and in accordance with section 53(6) of the Act, the fee that is paid is based on a per annum fee.

Appointment of Independent Member to Audit and Risk Committee

The Audit & Risk Committee (the Committee) is a committee established in accordance with section 53 and 54 of the Local Government Act 2020 (the Act) to assist Darebin City Council (Council) in fulfilling its responsibilities relating to external financial and performance reporting, risk and financial management, corporate governance, internal control systems and providing advice to drive continuous improvement.

Mr Craig Geddes, one of the Committee's external members, completed his term of appointment on 31 December 2021, after serving a two-year term on the Committee. An expression-of-interest for a new external member was advertised on SEEK, LinkedIn and Council's website in May 2022. A selection panel comprising the Independent Chair Audit & Risk Committee, General Manager Governance and Engagement and Audit and Compliance Officer have recommended a preferred candidate for appointment to the committee. Details relating to the selection process and the preferred candidate are attached in **Appendices E-F** (Confidential).

Previous Council Resolutions

At its meeting held on 24 February 2020, Council resolved:

'That Council:

(1) Appoints Craig Geddes to the Audit Committee from the date of resolution to 31 December 2021.

Public Transparency Policy

Council adopted its 'Public Transparency Policy' in July 2020 which was a legislated requirement of the new Local Government Act 2020. The policy adopted was based on an industry developed model template that seeks to empower the community through easy access to information and community engagement to inform decision making and strengthen good governance.

The policy responds to the legislative requirements of the Local Government Act (the Act) (2020 and 1989) the Equal Opportunity Act 2010 and the Victorian Charter of Human Rights & Responsibilities Act 2006 and commits Council to the public transparency principles set out in Section 58 of the Act namely:

- Council decision making processes must be transparent except when the Council is dealing with information that is confidential.
- Council information must be publicly available unless the information is confidential or public availability of the information would be contrary to the public interest.
- Council information must be understandable and accessible to members of the community.
- Public awareness of the availability of Council information must be facilitated.

These strategic principles are guiding the strategic policy work that has and continues to be undertaken in the communications area of Council with a clear focus on diverse consultation and engagement with internal subject matter experts and the development of toolkits to support this work.

Work with business units across the organisation is underway to ensure information is simplified and easily understood, including training on simplified writing. Various channels are used to ensure the community is aware of the availability of Council information including through the website, social media platforms, videos, the DCN publication, e-newsletters, printed collateral and other targeted communications depending where applicable. Following the re launch of the Council website, work continues to be done to improve the site to ensure accessibility and usability.

Officers are of the view that the Public Transparency policy does not require any changes and can reasonably be extended for a further 2 years until June 2024

The Public Transparency Policy is provided for reindorsement at **Appendix G** of this Report.

ALIGNMENT TO 2041 DAREBIN COMMUNITY VISION

Strategic Direction 1: Vibrant, Respectful and Connected

Strategic Direction 2: Prosperous, Liveable and Flourishing

Strategic Direction 3: Climate, Green and Sustainable

ALIGNMENT TO 2021-25 COUNCIL PLAN

Strategic Direction 4 Responsible, Transparent and Responsive

CONSIDERATION OF LOCAL GOVERNMENT ACT (2020) PRINCIPLES

Financial Management

Overarching Governance Principles and Supporting Principles

(i) the transparency of Council decisions, actions and information is to be ensured.

COUNCIL POLICY CONSIDERATIONS

Environmental Sustainability Considerations (including Climate Emergency)

Nil

Equity, Inclusion, Wellbeing and Human Rights Considerations:

Nil

IMPLEMENTATION STRATEGY

NA

Related Documents

Nil

Attachments

- Summary of Meetings of Councillors - 27 June 2022 (**Appendix A**) [↓](#)
- Record of Questions taken on notice - from Council Meeting 23 May 2022 (**Appendix B**) [↓](#)
- Summary Report - Hearing of Submissions Committee Meeting - 26 May 2022 (**Appendix C**) [↓](#)
- Audit and Risk Committee Biannual Report (December 2021 to May 2022) (**Appendix D**) [↓](#)
- Recommended Independent Audit Committee Appointee CV (**Appendix E**) Confidential - enclosed under separate cover
- Selection Report External Member Audit and Risk Committee June 2022 (**Appendix F**) Confidential - enclosed under separate cover
- Public Transparency Policy 2020 - updated June 2022 (**Appendix G**) [↓](#)

DISCLOSURE OF INTEREST

Section 130 of the *Local Government Act 2020* requires members of Council staff and persons engaged under contract to provide advice to Council to disclose any conflicts of 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.



SUMMARY OF ADVISORY COMMITTEES, COUNCILLOR BRIEFINGS AND OTHER INFORMAL MEETINGS OF COUNCILLORS

| | | |
|-------------------------|-----------------------|--|
| MEETING DETAILS: | Title: | CEO Employment Matters Committee |
| | Date: | Friday 8 April 2022 |
| | Location: | Virtual (Microsoft Teams) |
| PRESENT: | Councillors: | Cr. Messina, Cr. Rennie, Cr. McCarthy, Cr Hannan |
| | Council Staff: | Jodie Watson, GM Governance & Engagement |
| | Other: | Mary Crooks, Independent Chair |
| APOLOGIES: | | Joe Carbine, Independent HR Advisor |

The meeting commenced at 5.34pm

| MATTERS CONSIDERED | | DISCLOSURES AND COMMENTS |
|--------------------|---|--------------------------------------|
| 1 | Final Evaluation RFQ CT202223 Recruitment for CEO appointment | No disclosures of conflict were made |
| 2 | Other Business | |

The meeting concluded at 6.03pm

| | | |
|-----------------------------|-----------------------|---|
| RECORD COMPLETED BY: | Officer Name: | Jodie Watson |
| | Officer Title: | General Manager Governance & Engagement |



SUMMARY OF ADVISORY COMMITTEES, COUNCILLOR BRIEFINGS AND OTHER INFORMAL MEETINGS OF COUNCILLORS

| | | |
|-------------------------|-----------------------|--|
| MEETING DETAILS: | Title: | Edgars Creek and Edwardes Lake Task Force Meeting |
| | Date: | Tuesday 3 May 2022 |
| | Location: | Online via Microsoft Teams |
| PRESENT: | Councillors: | Cr. Gaetano Greco (Chair) Cr. Susanne Newton (Proxy) |
| | Council Staff: | Lee McKenzie Ben Smith Raine Reddy Millie Wells |
| | Other: | Record non-Council people (not names) in attendance: A representative from each of the agencies were present: <ul style="list-style-type: none"> • Melbourne Water • Environmental Protection Agency • Yarra Valley Water • Friends of Edwardes Lake • Friends of Merri Creek • Merri Creek Management Committee • Reservoir Frogs Water Watch |
| APOLOGIES: | | nil |

The Meeting commenced at 4pm

| MATTERS CONSIDERED | | DISCLOSURES AND COMMENTS |
|--------------------|--|---------------------------|
| 1 | Welcome and acknowledgment of Country | No disclosures were made |
| 2 | Speed Updates - Round table discussion of activities being undertaken within the catchment | No disclosures were made. |
| 3 | Collaborating with Whittlesea update | No disclosures were made. |
| 4 | Integrated Water Management Forum | No disclosures were made. |
| 5 | Water Monitoring Framework for Edwardes Lake | No disclosures were made. |

SUMMARY OF MEETINGS – PUBLIC RECORD (CONT)

| MATTERS CONSIDERED | | DISCLOSURES AND COMMENTS |
|--------------------|---|--------------------------|
| 6 | Taskforce Priorities as determined in Collaboration Agreement | No disclosures were made |
| 7 | Meeting dates for the year | No disclosures were made |

The Meeting concluded at 5.30pm

| | | |
|-----------------------------|-----------------------|--------------------------------------|
| RECORD COMPLETED BY: | Officer Name: | Millie Wells |
| | Officer Title: | Principal – Environmental Strategist |

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SUMMARY OF ADVISORY COMMITTEES, COUNCILLOR BRIEFINGS AND OTHER INFORMAL MEETINGS OF COUNCILLORS

| | | |
|-------------------------|-----------------------|--|
| MEETING DETAILS: | Title: | Councillor Briefing Session |
| | Date: | 16 May 2022 |
| | Location: | In person / Hybrid meeting - Ngurungaeta Room |
| PRESENT: | Councillors: | <p>Mayor Messina*, Cr. Greco, Cr. Hannan*, Cr McCarthy*, Cr Williams</p> <p>Cr. Dimitriadis* joined the briefing at 3.09pm</p> <p>Cr Rennie joined the briefing at 3.14pm. Cr Rennie left the briefing at 5.38pm and returned at 5.44pm.</p> <p>Cr Newton joined the briefing at 4.10pm</p> <p>Cr Messina departed the briefing 6.02pm and returned at 6.13pm</p> <p><i>*Virtual attendance</i></p> |
| | Council Staff: | <p>Rachel Ollivier, Acting CEO*</p> <p>Jodie Watson, GM Governance & Engagement (Items 4.2, 4.3, 4.4, 4.6, 4.7)</p> <p>Sam Hewett, GM Operations and Capital (Item 4.1)</p> <p>Vanessa Petrie, Acting GM City Sustainability and Strategy</p> <p>Shadi Hanna, Acting GM Community (Items 4.1, 4.6)</p> <p>Steve Tierney, Manager Parks and Open Space (Item 4.1)</p> <p>Jennifer McIntyre, Coordinator Parks Management and Strategy (Item 4.1)</p> <p>Andrew George, A/Manager Recreation and Libraries (Item 4.1)</p> <p>Kassia Gibbs, Coordinator Corporate Strategy (Item 4.2)</p> <p>Srini Vasam, A/Chief Finance Officer (Items 4.3, 4.4)</p> <p>Dean Gibbons, Coordinator Management Accounting (Item 4.4)</p> <p>Jeanne-Marie Poustie, A/Manager Supported and Connected Living (Item 4.5)</p> <p>Enna Giampiccolo, Manager Communications and Engagement (Item 4.6)</p> <p>Chris Ryan, Manager Property and Asset Strategy (Item 4.7)</p> |
| | Other: | <p>John Watson, Municipal Monitor</p> <p>David Bryson - Consultant</p> <p>Mellissa Scadden - Consultant</p> |

| | | |
|-------------------|--|-------------|
| APOLOGIES: | | Cr Laurence |
|-------------------|--|-------------|

The session commenced at 3.04pm

| MATTERS CONSIDERED | | DISCLOSURES AND COMMENTS |
|--------------------|--|--|
| 4.1 | Northcote Golf Course | Councillor Newton declared a conflict in this item. She advised that she owns a property in the subject area of the Northcote Golf Course and whilst the ownership is an interest she holds in common with hundreds of property owners and it is arguable that her interest does not exceed that of the interests held by other residents, ratepayers and electors, she had determined that she will remove herself from any debate on the issue as a precaution against any general conflict of interest she have or may be perceived to have |
| 4.2 | Q3 Council Plan Action Plan Progress Report | No disclosures of conflict of interest |
| 4.3 | Q3 Financial Performance – Budget Review | No disclosures of conflict of interest |
| 4.4 | Budget Submissions – Hearing of Submissions Briefing | Cr Rennie declared a conflict in relation to Jika Jika Community Centre at the commencement of this item. |
| 4.5 | Aged Care Reforms | Cr Messina declared a conflict and left the briefing for this item. |
| 4.6 | Upcoming Community Communications | No disclosures of conflict of interest |
| 4.7 | General Business <ul style="list-style-type: none"> a. Draft 10-year Asset Plan b. Pronunciation of Narrandjeri c. Northcote Plaza planning outcome | No disclosures of conflict of interest No disclosures of conflict of interest No disclosures of conflict of interest |
| 5.1 | CASBE Elevating ESD Stage 2 – Planning Scheme Amendment | No disclosures of conflict of interest |
| 5.2 | Update on council’s work responding to Homelessness | No disclosures of conflict of interest |
| 5.3 | Cain Avenue and Hurstbridge Train Line | No disclosures of conflict of interest |

| MATTERS CONSIDERED | | DISCLOSURES AND COMMENTS |
|--------------------|--|--|
| 5.4 | Proposal to vary the current lease to Australian Skate Company Pty Ltd at Sullivan Stadium, 21 Blake St, Preston | No disclosures of conflict of interest |

The session concluded 6.39pm

| | | |
|-------------------------|----------------|---|
| RECORD COMPLETED BY: | Officer Name: | Jodie Watson |
| | Officer Title: | General Manager Governance & Engagement |

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SUMMARY OF ADVISORY COMMITTEES, COUNCILLOR BRIEFINGS AND OTHER INFORMAL MEETINGS OF COUNCILLORS

| | | |
|-------------------------|-----------------------|--|
| MEETING DETAILS: | Title: | Darebin Aboriginal Advisory Committee |
| | Date: | Wednesday 25 May 2022 |
| | Location: | Council Chambers / Microsoft Teams |
| PRESENT: | Councillors: | Councillor Gaetano Greco (Deputy Co-Chair), Councillor Susan Rennie, Councillor Trent McCarthy, Councillor Susanne Newton |
| | Council Staff: | Shadi Hanna, Wendy Dinning, Uncle Stuart McFarlane, Ethan Quinn, Mandy Bathgate, Cecile Tache, Sally Lay, Vanessa O'Shea, Amy O'Keefe |
| | Other: | Members of the Darebin Aboriginal Advisory Committee – Worrelle Blow (Deputy Co-Chair), Uncle Owen Butler, Coen Brown, Erica Higgins, Claire Sadler Other – Daniel Ducrou |
| APOLOGIES: | | Mayor Lina Messina, Uncle Alan Brown, Uncle John Brown, Ellie-Jean Singh, Amelia Basset. |

The Meeting commenced at 4.10pm

| MATTERS CONSIDERED | | DISCLOSURES AND COMMENTS |
|--------------------|--|--|
| 1 | Welcome and Acknowledgement of Country | No disclosures were made. |
| 2. | Actions from previous meetings | No disclosures were made. |
| 3. | Review of 2017-2021 Aboriginal Action Plan and context-setting for future Action Plan | No disclosures were made. |
| 4. | DAAC community member agenda items | No disclosures were made. |
| 5. | Darebin Housing Strategy consultation | No disclosures were made. |
| 6. | Feedback on draft community experiences of racism survey and community engagement approach | No disclosures were made. Item deferred |

SUMMARY OF MEETINGS – PUBLIC RECORD (CONT)

| MATTERS CONSIDERED | | DISCLOSURES AND COMMENTS |
|---------------------------|-------------------|---------------------------------|
| 7. | Review of actions | No disclosures were made |

The Meeting concluded at 6.05pm

| | |
|-----------------------------|--|
| RECORD COMPLETED BY: | Officer Name: Stuart McFarlane Officer Title: Aboriginal Partnerships Officer |
|-----------------------------|--|

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SUMMARY OF ADVISORY COMMITTEES, COUNCILLOR BRIEFINGS AND OTHER INFORMAL MEETINGS OF COUNCILLORS

| | | |
|-------------------------|-----------------------|--|
| MEETING DETAILS: | Title: | Resident meeting re Go West / Bell station car park access |
| | Date: | 26 May 2022 |
| | Location: | In person – CE Office |
| PRESENT: | Councillors: | Cr. Rennie, Cr. McCarthy, Cr Messina |
| | Council Staff: | Vanessa Petrie, Chad Griffith, Justin Hanrahan, Kevin De Leeuw |
| | Other: | Bo Li, Justin Passaportis |
| APOLOGIES: | | |

The briefings commenced at 11.30AM

| MATTERS CONSIDERED | | DISCLOSURES AND COMMENTS |
|--------------------|-------------------------------------|--------------------------------------|
| 4.1 | Bell Street Station Car Park access | No disclosures of conflict were made |

The briefing concluded at

| | | |
|-----------------------------|-----------------------|--|
| RECORD COMPLETED BY: | Officer Name: | Vanessa Petrie |
| | Officer Title: | Acting GM City Sustainability & Safety |

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SUMMARY OF ADVISORY COMMITTEES, COUNCILLOR BRIEFINGS AND OTHER INFORMAL MEETINGS OF COUNCILLORS

| | | |
|-------------------------|-----------------------|---|
| MEETING DETAILS: | Title: | Safe Access Over Bell Street Bridge for Everyone |
| | Date: | 26 May 2022 |
| | Location: | Virtual |
| PRESENT: | Councillors: | Cr Messina, Cr. McCarthy, Cr Newton |
| | Council Staff: | Vanessa Petrie, Shahi Rahman |
| | Other: | <ul style="list-style-type: none"> • Cr Mark Riley, Mayor Moreland City Council • Deborah Wyatt • Lanie Stockman • Brent Houghton |
| APOLOGIES: | | |

The meeting commenced at 4PM

| MATTERS CONSIDERED | | DISCLOSURES AND COMMENTS |
|--------------------|--|--------------------------------------|
| 4.1 | Bell Street Bridge safety needs and advocacy | No disclosures of conflict were made |

The meeting concluded at 5PM

| | | |
|-----------------------------|-----------------------|--|
| RECORD COMPLETED BY: | Officer Name: | Vanessa Petrie |
| | Officer Title: | Acting GM City Sustainability & Safety |

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SUMMARY OF ADVISORY COMMITTEES, COUNCILLOR BRIEFINGS AND OTHER INFORMAL MEETINGS OF COUNCILLORS

| | | |
|-------------------------|-----------------------|--|
| MEETING DETAILS: | Title: | Darebin Welcoming Cities Community Reference Group |
| | Date: | 31 May 2022 |
| | Location: | Council Chambers, Level 1, 350 High Street Preston |
| PRESENT: | Councillors: | Cr. Gaetano Greco Cr. Emily Dimitriadis |
| | Council Staff: | Shadi Hanna, Acting General Manager Community; Wendy Dinning, Acting Manager Equity and Wellbeing; Ethan Quinn, Coordinator Equity and Diversity; Shabaz Fattah, Multicultural and Diversity Officer; Ana L.Gálvez, Interfaith & Multicultural Officer ; Jessica Chaaban (Minutes), Project Support Officer. |
| | Other: | Cr. Gaetano Greco (Chair); Cr. Emily Dimitriadis (Proxy); Ginta Mebalds, Community Member; Hugh Morris Dalton, Community Member; John Zika, Community Member; Margaret Anne Learmonth, Community Member; Monica Forson, Victorian Equal Opportunity and Human Rights Commission (VEOHRC); Nalliah Suriyakumaran, Darebin Ethnic Communities Council; Owen Butler, Darebin Aboriginal Advisory Committee (DAAC); Ponniah Anandajayasekeram (Ananda), Community Member; Rosa Vasseghi, Community Member. |
| APOLOGIES: | | Catherine Scarth, AMES; Mohammed Yassin, Spectrum Migrant Resource Centre, Sivaganga Sahathevan (Ganga), Darebin Interfaith Council. |

The Meeting commenced at 5:30pm

| MATTERS CONSIDERED | | DISCLOSURES AND COMMENTS |
|--------------------|--|---------------------------|
| 1 | Welcome and Acknowledgement of Country | No disclosures were made. |

SUMMARY OF MEETINGS – PUBLIC RECORD (CONT)

| MATTERS CONSIDERED | | DISCLOSURES AND COMMENTS |
|--------------------|--|---------------------------|
| 2 | Introduction | No disclosures were made. |
| 3 | Actions from previous meeting | No disclosures were made. |
| 4 | Quarterly update on key actions in response to the Welcoming Cities Standards being delivered in 2021-22, Q&A | No disclosures were made. |
| 5 | Update on priority action: Action 1-44 “Develop a baseline data set regarding the experience of racism in Darebin” & draft survey | No disclosures were made. |
| 6 | Priority action, progress update and discussion: Action 2.60 (Jobs Victoria Advocates – focusing on job seekers facing multiple employment barriers including culturally and linguistically diverse peoples, young people, women, and Aboriginal and Torres Strait Islander peoples) | No disclosures were made. |
| 7 | Preston Central Structure Plan and Built Form Framework | No disclosures were made. |
| 8 | Housing strategy and Neighbourhood Character work | No disclosures were made. |
| 9 | 9. Other business, updates and closing: | No disclosures were made. |

The Meeting concluded at 7:30pm

| | | |
|-----------------------------|-----------------------|---|
| RECORD COMPLETED BY: | Officer Name: | Shabaz Fattah |
| | Officer Title: | Multicultural and Diversity Project Officer |

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SUMMARY OF ADVISORY COMMITTEES, COUNCILLOR BRIEFINGS AND OTHER INFORMAL MEETINGS OF COUNCILLORS

| | | |
|-------------------------|-----------------------|---|
| MEETING DETAILS: | Title: | Darebin Interfaith Advisory Committee |
| | Date: | 2 June 2022 |
| | Location: | Preston Mosque |
| PRESENT: | Councillors: | Cr. Gaetano Greco Cr. Emily Dimitriadis |
| | Council Staff: | Kathie Duncan Ana Galvez |
| | Other: | Victoria Police, Northern Community Church of Christ, Community Representative, Preston Mosque, Focolare Movement, West Preston Baptist Church, Bahai Community of Darebin, Ahlubait Mosque |
| APOLOGIES: | | Greek Orthodox, Salvation Army Reservoir, Anglican Parish of Sth Darebin, Community Representative, Thornbury Church of Christ, |

The Meeting commenced at 3.45pm

| MATTERS CONSIDERED | | DISCLOSURES AND COMMENTS |
|--------------------|--|--------------------------|
| 1 | Introduced new Interfaith & Multifaith Cultural Officer Role and responsibilities of the position | No disclosures were made |
| 2 | Actions from previous meeting -Welcoming Cities Reference Group -Multifaith Calendar | No disclosures were made |
| 3 | Update on Work Plan <ul style="list-style-type: none"> • Refugee Week confirmed 24th June at Preston Town hall • Place of Worship Tour Committee representative to lead this project – Opportunity to schedule the tour in October to align with National Unity Week in October | No disclosures were made |

| MATTERS CONSIDERED | | DISCLOSURES AND COMMENTS |
|--------------------|--|--------------------------|
| 4 | Committee to develop Interfaith pledge/affirmation | No disclosures were made |
| 5 | Presentation by Darebin's communication department <ul style="list-style-type: none"> • Role of the newly established Diversity Unit • Different methods of communication to diverse groups | No disclosures were made |
| 6 | Presentation by Islamic Council of Victoria on Islamophobia <ul style="list-style-type: none"> • Definition of Islamophobia & general knowledge • Support services by Islamic Council of Victoria • Q & A | No disclosures were made |

The Meeting concluded at 7.10pm

| | | |
|-----------------------------|-----------------------|--|
| RECORD COMPLETED BY: | Officer Name: | Officer Kathie Duncan |
| | Officer Title: | Acting Coordinator Community Development and Wellbeing |

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SUMMARY OF ADVISORY COMMITTEES, COUNCILLOR BRIEFINGS AND OTHER INFORMAL MEETINGS OF COUNCILLORS

| | | |
|-------------------------|-----------------------|--|
| MEETING DETAILS: | Title: | CEO Employment Matters Committee meeting (1) |
| | Date: | 6 June 2022 |
| | Location: | Darebin Arts Centre |
| PRESENT: | Councillors: | Mayor Messina, Cr Dimitriadis, Cr. Greco, Cr. Hannan*, Cr Williams, Cr Rennie, Cr Newton*/** <i>*Virtual attendance</i> <i>**invited non-Committee Councillor as per Framework for CEO Recruitment</i> |
| | Council Staff: | - |
| | Other: | Adam Kyriocu, Fisher Leadership John Watson, Municipal Monitor joined the session at 12.38pm |
| APOLOGIES: | | Cr McCarthy, Cr Laurence |

The session commenced at 9.50am

| MATTERS CONSIDERED | | DISCLOSURES AND COMMENTS |
|--------------------|--------------------------------|--------------------------|
| 1 | Interviews for the Interim CEO | None |
| 2 | Post interview de brief | None |

The session concluded 1.13pm

| | | |
|-----------------------------|-----------------------|---|
| RECORD COMPLETED BY: | Officer Name: | Jodie Watson |
| | Officer Title: | General Manager Governance & Engagement |

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SUMMARY OF ADVISORY COMMITTEES, COUNCILLOR BRIEFINGS AND OTHER INFORMAL MEETINGS OF COUNCILLORS

| | | |
|-------------------------|-----------------------|---|
| MEETING DETAILS: | Title: | CEO Employment Matters Committee meeting (2) |
| | Date: | 6 June 2022 |
| | Location: | Darebin Arts Centre |
| PRESENT: | Councillors: | Mayor Messina, Cr Dimitriadis, Cr. Greco, Cr. Hannan*, Cr Williams, Cr Rennie <i>*Virtual attendance</i> <i>**invited guest</i> |
| | Council Staff: | Jodie Watson, General Manager Governance & Engagement (Secretariat) |
| | Other: | Adam Kyriocu, Fisher Leadership John Watson, Municipal Monitor |
| APOLOGIES: | | Cr McCarthy, Cr Laurence |

The session commenced at 1.13pm

| MATTERS CONSIDERED | | DISCLOSURES AND COMMENTS |
|--------------------|--------------------------------|--------------------------|
| 1 | Appointment of the interim CEO | None |

The session concluded 1.44pm

| | | |
|-----------------------------|-----------------------|---|
| RECORD COMPLETED BY: | Officer Name: | Jodie Watson |
| | Officer Title: | General Manager Governance & Engagement |

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SUMMARY OF ADVISORY COMMITTEES, COUNCILLOR BRIEFINGS AND OTHER INFORMAL MEETINGS OF COUNCILLORS

| | | |
|-------------------------|-----------------------|--|
| MEETING DETAILS: | Title: | Councillor Briefing Session |
| | Date: | 6 June 2022 |
| | Location: | In person / Hybrid meeting - Ngurungaeta Room (Council Chamber). |
| PRESENT: | Councillors: | Mayor Messina, Cr. Greco, Cr. Hannan*, Cr. Dimitriadis*, Cr. Rennie, Cr. Newton*. Cr Newton left the briefing at 3.12pm. Cr Newton re-joined the briefing at 3.48pm. Cr Rennie left the briefing at 4.17pm. Cr Rennie re-joined the briefing at 4.19. |
| | Council Staff: | Rachel Ollivier, Acting CEO Jodie Watson, GM Governance & Engagement (Item 4.1) Sam Hewett, GM Operations and Capital Vanessa Petrie, Acting GM City Sustainability and Strategy Shadi Hanna, Acting GM Community Srini Vasan, Acting Chief Financial Officer (Item 4.1) Dean Gibbons, Coordinator Management Accountant (Item 4.1) Kassia Gibbs, Coordinator Corporate Strategy (Item 4.1) |
| | Other: | John Watson, Municipal Monitor David Bryson - Consultant |
| APOLOGIES: | | Cr Laurence, Cr McCarthy, Cr Williams |

The briefings commenced at 3.00pm

| MATTERS CONSIDERED | | DISCLOSURES AND COMMENTS |
|--------------------|--|--|
| 4.1 | Final Review of Draft Budget and Council Plan Action Plan 2022 - 2023 | During discussion on the submissions to the draft Budget, Cr Rennie declared a conflict in relation to a discussion on Jika Jika Community Centre and left the briefing. |

The briefing concluded at 5.58pm

| | |
|---------------------------------|--|
| RECORD COMPLETED BY: | Officer Name: Jodie Watson Officer Title: General Manager Governance & Engagement |
|---------------------------------|--|

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SUMMARY OF ADVISORY COMMITTEES, COUNCILLOR BRIEFINGS AND OTHER INFORMAL MEETINGS OF COUNCILLORS

| | | |
|-------------------------|-----------------------|--|
| MEETING DETAILS: | Title: | Active and Health Ageing Advisory Committee. |
| | Date: | 9 June 2022 1.00pm – 4pm. |
| | Location: | Function Room, 350 High Street, Preston |
| PRESENT: | Councillors: | Cr. Gaetano Greco (Chair) |
| | Council Staff: | Jeanne Poustie A/Manager Supported and Connected Living Anja Hauenschild, Coordinator Ageing Well and Rebecca Avery, Project Officer Social Connection and Inclusion, Fionnuala Spillane Community Development Worker |
| | Other: | Members of the Active and Healthy Ageing Advisory Committee |
| APOLOGIES: | | Councillor Julie Williams |

The workshop at 1.00pm

| MATTERS CONSIDERED | | DISCLOSURES AND COMMENTS |
|--------------------|---|--------------------------|
| 1. | General updates | No disclosures made |
| 2. | Support at Home Program-reforms – updates and presentation | No disclosures made |
| 3. | Support at Home Program Reforms - Community Engagement Workshop | No disclosures made |

The Meeting concluded at 4:15pm

| | | |
|-----------------------------|-----------------------|---|
| RECORD COMPLETED BY: | Officer Name: | Rebecca Avery |
| | Officer Title: | Project Officer Social Connection and Inclusion |



SUMMARY OF ADVISORY COMMITTEES, COUNCILLOR BRIEFINGS AND OTHER INFORMAL MEETINGS OF COUNCILLORS

| | | |
|-------------------------|-----------------------|---|
| MEETING DETAILS: | Title: | Councillor Briefing Session |
| | Date: | 14 June 2022 |
| | Location: | In person – City Hall with Hybrid option to join the Meeting via MS TEAMS |
| PRESENT: | Councillors: | Mayor Lina Messina, Cr Dimitriadis, Cr. Greco, Cr. Hannan, Cr. Rennie, Cr. Williams, Cr. Newton, Cr. McCarthy |
| | Council Staff: | Rachel Ollivier, Interim CEO Jodie Watson, GM Governance & Engagement (Items 4.2 & 4.3) Sam Hewett, GM Operations and Capital Vanessa Petrie, Acting GM City Sustainability and Strategy Shadi Hanna, Acting GM Community (Item 4.4) Srini Vasam, Acting Chief Financial Officer (Item 4.3) Kassia Gibbs, Coordinator Corporate Strategy (Item 4.3) Melanie McCarten, Acting Manager Recreation and Libraries (Item 4.4) Kathryn Pound, Manager City Development (Item 4.5) |
| | Other: | John Watson, Municipal Monitor David Preiss, Independent HR Advisor |
| APOLOGIES: | | Cr. Laurence |

The briefing commenced at 4.00 pm

| MATTERS CONSIDERED | | DISCLOSURES AND COMMENTS |
|--------------------|--|--------------------------------------|
| 4.1 | This item was deferred | |
| 4.2 | Introduction to the HR Advisor | No disclosures of conflict were made |
| 4.3 | Council Plan Action Plan 2022-23, Draft Budget 2022-23, Revenue and Rating Plan and Rates Financial Hardship Policy | No disclosures of conflict were made |

| MATTERS CONSIDERED | | DISCLOSURES AND COMMENTS |
|--------------------|--|--------------------------------------|
| 4.4 | Northcote Golf Contract | No disclosures of conflict were made |
| 4.5 | Pre- Planning Committee Meeting Questions and Discussion | No disclosures of conflict were made |

The briefing concluded at 6.08pm

| | | |
|----------------------|----------------|---|
| RECORD COMPLETED BY: | Officer Name: | Jodie Watson |
| | Officer Title: | General Manager Governance & Engagement |

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**Question and Submission Time –
Questions taken on notice**

Pursuant to the Councils Governance Rules the response to a question from the public taken on notice must be recorded in the minutes of the next Ordinary Council meeting.

At the Council meeting held on 23 May 2022, the following questions were taken on notice by the Chairperson, Mayor Messina

Lousie Kenney-Shen of Reservoir

Can Council provide rundown of the data pool for collection of data that lead the RLC feasibility study, including when the data was provided and any efforts made to ensure frequent users of the facility were aware of consultations taking place and ensuring accessibility for all users?

What data was used to determine that new migrants, how this data has lead Council to decide that a small portion of the community dictates what the usership should and should have access to and whether that is in line with Councils accessibility guidelines in service provision?

Response from Acting Manager Recreation and Libraries

Thank you for submitting your questions regarding the Reservoir Leisure Centre Feasibility Study at Council's recent meeting on 23 May 2022.

In response to Question 1: Can Council provide rundown of the data pool for collection of data that lead the RLC feasibility study, including when the data was provided and any efforts made to ensure frequent users of the facility were aware of consultations taking place and ensuring accessibility for all users?

The Reservoir Leisure Centre Feasibility Study looked at a broad range of data points to inform Council's decision-making process, including operational data, user surveys and workshops, telephone and public surveys targeting the local community, stakeholder workshops and current and future trends analysis. With a focus on frequent facility users, consultation was conducted over a 5-week period in May and June 2019:

- The user survey was collected 339 survey responses. The survey, which was both online and hardcopy to ensure accessibility, was promoted through the RLC membership database via email and text messages, and at the centre via posters and flyers. Surveys were available at the front counter and our consultants were regularly onsite seeking feedback from facility users. Staff also promoted the survey when interacting with customers.
- Group forums and interviews were held with a range of people, which included swimming clubs, groups and associations who use or refer users to RLC.
- Nine schools from the City of Darebin who use RLC responded to the school survey. Follow-up calls were made to the 18 non-respondent schools to encourage participation. This survey

Question and Submission Time

Council Meeting – 23 May 2022

focused on their use of aquatic centres and aquatic-based programs and services to identify participation and usage trends and the key reasons why activities and facilities were selected.

- The community were also provided the opportunity to submit public submissions on the current and future needs for aquatic facilities and services at RLC, with 49 submissions received.

If you would like to read the Feasibility Study report, it can be found in the Council agenda papers for the meeting held 26 April 2022: <https://www.darebin.vic.gov.au/About-Council/Council-structure-and-performance/Council-and-Committee-Meetings/Councilmeetings/Meeting-agendas-and-minutes/2022-Council-meeting-agendas-and-minutes>

In response to Question 2: What data was used to determine that new migrants, how this data has lead Council to decide that a small portion of the community dictates what the usership should and should have access to and whether that is in line with Councils accessibility guidelines in service provision?

Council used a range of data sources to understand the needs of our community in conjunction with research and community engagement undertaken to support the development of our plans and strategies:

- Council Plan and associated Council Action Plan
- Council's Health and Wellbeing Plan
- Towards Equality: Darebin City Council's Equity, Inclusion and Human Rights Framework 2019-2029
- Royal Life Saving National Drowning Report (which is released annually)
- Australian Bureau of Statistics demographic data
- La Trobe University produced two reports in December 2020 to support this work:

Reservoir Leisure Centre: Population Profile and Reservoir Leisure Centre: Discussion Paper

- East Reservoir: Strategies for improving community health and wellbeing report.

Many of these reports can be found in the Council agenda papers for the meeting held 26 April 2022 at the link above.

- **Serena O'Meley of Reservoir**

1. Darebin Council's Senior Biodiversity Officer position has been vacant for around one month. This is a crucial position for Darebin's re-wilding program. Can you please confirm when this position will be advertised?

Response from Manager, Parks and Open Space

I can confirm that this position was backfilled internally with a suitably qualified staff member continuing to fulfil the duties of this role.

The Position Description for Senior Biodiversity Officer has been reviewed and will progress to advertising in the coming weeks

Question and Submission Time**Council Meeting – 23 May 2022**

Corinne Davis of Brunswick

How will the Council protect social sports from cohorts who aren't interested in cohesive community programs?

Response from Manager, Parks and Open Space

Thanks for your question at the Council Meeting held on 23 May 2022. Council acknowledges that open spaces can enhance feelings of belonging within a community by providing a place to meet and interact with others, spend a contemplative moment, participate in events and festivals and engage in sports and physical activity. Open space provides opportunities to participate in organised and informal sport and physical activity and connect with nature.

This is why Council is committed to ensuring our parks and open spaces are catered towards a variety of mixed uses, with over 30 of our parks including active and sports facilities. You can read more about our approach to open spaces in the Breathing Space Open Space Strategy at <https://www.darebin.vic.gov.au/-/media/Council/Files/About-Council/Councillors-and-meetings/Governance-and-transparency/Council-policies-and-strategies/BreathingSpaceTheDarebinOpenSpaceStrategySeptember2019pdf.ashx>

- **Araleena Issa of Reservoir**

Which Northcote golf club members have made donations or somehow supported projects conducted by the council in the last 5 years?

Response from Manager, Parks and Open Space

Thanks for your questions presented at the Council Meeting 23 May 2022. Council does not seek or accept donations for projects from any members of the community. Northcote Golf Club members were invited to participate in the community consultation for the site, along with all of the Darebin community, and their feedback was included along with all other feedback received. Thank you again for your interest in this project.

- **Melanie Del Monaco of Thornbury**

Q.2 What environmental impact assessment or analysis has been undertaken on these options? Especially Option A and the impact on trees and tree removal and vegetation required to reconfigure the site to enable a 9 hole golf course to remain?

Q.3 What analysis has council done on the cost benefit ratio of Option A? Especially in spending almost \$1 million dollars to retain a 9 hole golf course on the site that operates at a significant loss to council, whilst providing only a tiny amount of the space for broader community use?

Response from Manager, Parks and Open Space

Thanks for your questions presented at the Council Meeting on 23 May 2022. Council employs a number of highly qualified and experienced experts who have provided valuable input to the project through its development and in response to proposed

options. Further work will be undertaken following Council's decision to ensure any negative environmental impacts are minimized, and opportunities for increased biodiversity and positive environmental outcomes are maximized.

In regards to cost benefits, Council has carefully considered the existing expenditure for the site based on its current use, including how much of the maintenance is covered by the current operator, and the future expenditure based on the different options. These costing have been presented to Council as part of their consideration for the future changes.

- **Carl Crotty of Thornbury**

Has there been any consideration given to restricting golfing hours to enable recreational use of the entire course at certain times of the day - for example late afternoon / early morning - rather than having the facility exclusively allocated to golf?

Response from Manager, Parks and Open Space

Thanks for your question about options to use the Northcote Golf Course at different times of day for different uses, at the Council Meeting on 23 May 2022.

As part of the analysis of the various options, Council considered options for temporal sharing of the site, among other types of sharing. At its meeting on 23 May, Council resolved to receive a further briefing on the option to open the golf course to the public from 3pm daily. No decision has been made on this option yet.

- **Catherine Acton of Thornbury**

Regarding the Consultant's report on the future shared use of the Northcote Golf Course: Does Council commit to closely working with residents adjacent to the Northcote Golf Course prior to making any changes to current usage, in order to ensure mitigation of the immediate and often detrimental impacts of such changes?

Response from Manager, Parks and Open Space

Thanks for your question about consultation with residents adjacent the Northcote Golf Course, presented at the Council Meeting on 23 May 2022. Many of Darebin's parks and open spaces share boundaries with residential properties, and Council will continue to listen to feedback about issues and concerns with public usage of these open spaces. When designing new or upgraded open spaces, Council uses the principles of Crime Prevention Through Environmental Design (CPTED) to seek the best possible outcomes for those spaces. This will also be considered for changes to the Northcote Golf Course site.

Question and Submission Time**Council Meeting – 23 May 2022**

Name Emma Jenkin of Northcote

My observation when the course was open to the public was that women picnicked, walked, exercised and ran in this space. It is acknowledged that women are underrepresented in public spaces and have limited exercise options. Can you please outline the analysis you have completed on the gender equity of the proposed council solution? What is the gender split on the use of space and the cost of the per person per gender per visit?

Response from Manager, Parks and Open Space

Thanks for your question at the Council Meeting on 23 May 2022 regarding gender equity at the Northcote Golf Course site. Council has done quite a bit of work on gender equity and open spaces, and this is referenced in Darebin's Breathing Space: Open Space Strategy. The Darebin Women's Advisory Committee was also consulted as a key stakeholder in the process. Now that Council has made a decision on the shared use of the site, we will continue to use the feedback we have heard, as well as Crime Prevention Through Environmental Design Principals (CPTED) and a gender lens to design the space with safety and equity in mind.

Thanks again for getting in touch, and please feel free to follow the project page at [Northcote Public Golf Course | Your Say Darebin](#) for future updates.

John Nugent of Epping.

Why doesn't Council replace all three out of date lights that could injure the public if they fall and replace them with update lights and Council could have spares for other lights for other grounds?

Response

As you have been advised previously, the lamp that is missing at Donath Reserve is no longer made and Council needs to change this light over to LED to resolve the issue. There are supply issues obtaining the new LED light and this has held up repairs. We have been advised that the parts required to complete this repair have now arrived at the supplier and are being assembled. Once the assembled light is received by council it will be installed. Council is currently waiting for the supplier to confirm when the light will be delivered and as such, we are unable to provide an installation date at this stage.

How many men and women work in the Solaris Building, 350 High St Building, Customer Service Department in Northcote & Reservoir, Reservoir Department and how many men are Managers and how many women are Managers in these premises?

Response

Your questions regarding the number of men and women in various Council Buildings will not be answered and I refer you to the data on Councils workforce sent previously. Council's publicly available Annual Report also provides a workplace report every year which includes information on workforce by gender.

Question and Submission Time**Council Meeting – 23 May 2022**

If the A/CEO and General Manager will not reply to my letters or meet with me, how can one move on? And how can the problem be solved?

Response

As offered at the Council meeting, the Mayor spoke to you by phone subsequent to this question being asked. As the matter you raised with her was operational, it was referred to the CEO. The CEO has written to you with a response in regards to the matter raised with the Mayor, and has offered you the option to meet with the CEO and GM Governance and Engagement.

I understand that you have not taken up this offer, however it remains open to you, should you wish to take it up.



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**Summary Report of the Hearing of Submissions
Committee Meeting held on Thursday 26 May 2022**

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**MINUTES OF THE MEETING OF THE HEARING OF SUBMISSIONS
COMMITTEE OF THE DAREBIN CITY COUNCIL HELD AT COUNCIL
CHAMBER, 350 HIGH STREET PRESTON ON THURSDAY 26 MAY 2022**

THE MEETING OPENED AT 6.03 PM

The Mayor advised that the meeting was being streamed live and that audio and video would be made available on Council's website.

1. PRESENT

Councillors

Cr. Lina Messina (Mayor) (Chairperson)

Cr. Trent McCarthy (Deputy Mayor)

Cr. Emily Dimitriadis

Cr. Gaetano Greco

Cr. Tom Hannan

Cr. Susanne Newton

Cr. Susan Rennie

Cr. Julie Williams

Council Officers

Rachel Ollivier - Acting Chief Executive Officer

Jodie Watson - General Manager Governance and Engagement

Sam Hewett - General Manager Operations and Capital

Shadi Hanna - Acting General Manager Community

Vanessa Petrie – Acting General Manager City Sustainability & Strategy

Srini Vasam – Chief Financial Officer

Rachna Gupta Singh - Senior Council Business Officer

Milan Nagda – IT Support Officer

ACKNOWLEDGEMENT OF TRADITIONAL OWNERS

The Chairperson, Mayor Messina, opened the meeting with the following statement:

Darebin City Council acknowledges the Wurundjeri Woi-Wurrung people as the Traditional Owners and custodians of the land and waters we now call Darebin and pays respect to their Elders, past, present and emerging.

Council pays respect to all other Aboriginal and Torres Strait Islander communities in Darebin.

Council recognises, and pays tribute to, the diverse culture, resilience and heritage of Aboriginal and Torres Strait Islander people.

We acknowledge the leadership of Aboriginal and Torres Strait Islander communities and the right to self-determination in the spirit of mutual understanding and respect.

SUMMARY REPORT HEARING OF SUBMISSIONS COMMITTEE MEETING

26 MAY 2022

The Mayor made the following Statement:

Today is National Sorry Day. This year it is 25 years since the Bringing Them Home report and 14 years since the National Apology to the Stolen Generations in the Federal Parliament.

On National Sorry Day we acknowledge the injustice experienced by the Stolen Generations who were forcibly removed from their families and communities.

We recognise the ongoing trauma and pain and pay our respect to people of the Stolen Generations who made it home, those still searching and those who never made it back to their families, communities and Country.

The Aboriginal flag is flying at half-mast above Preston City Hall today to commemorate and honour Australia's Stolen Generations. We're also lighting the Stolen Generations Marker and Darebin Arts Centre in purple, the colour of the Australian native hibiscus flower, representing the strength and resilience of the Stolen Generations.

2. APOLOGIES

AN APOLOGY WAS RECEIVED FROM COUNCILLOR TIM LAURENCE.

3. DISCLOSURES OF CONFLICTS OF INTEREST

Nil

4. CONFIRMATION OF THE PREVIOUS HEARING OF SUBMISSIONS COMMITTEE MEETING

Officer Recommendation

That the Minutes of the Hearing of Submissions Committee Meeting held on 8 November 2021 be confirmed as a correct record of business transacted.

Committee Decision

MOVED: Cr. J Williams
SECONDED: Cr. G Greco

That the Minutes of the Hearing of Submissions Committee Meeting held on 8 November 2021 be confirmed as a correct record of business transacted.

CARRIED UNANIMOUSLY

5. CONSIDERATION OF REPORTS

- 5.1 **DRAFT BUDGET 2022–23 (INCLUDING THE FOUR YEAR BUDGET),
DRAFT REVENUE & RATING PLAN,
DRAFT RATES FINANCIAL HARDSHIP POLICY AND
NOTICE OF INTENT TO DECLARE A SPECIAL CHARGE
FOR RESERVOIR VILLAGE BUSINESS PRECINCT, A
PUBLIC WASTE COLLECTION SERVICE RATE, KERBSIDE
WASTE COLLECTION SERVICE CHARGE AND
ASSOCIATED CONCESSIONS**

EXECUTIVE SUMMARY

At its meeting on 28 March 2022, Council resolved to give notice of its intention to adopt the draft budget 2022-23 and draft 4-year budget, including the following related matters:

- Draft Revenue & Rating Plan 2021-25
- Draft Rates Financial Hardship Policy
- Declaration of the public waste service charge
- Declaration of the service charge for kerbside collection services
- Granting of a rate rebate to pensioners, granting of two concessions aligned to equity principles to support the separation of waste cost recovery from general rates
- Granting of a safety net concession for ratepayers experiencing hardship as a result of the service rate and service charge
- The introduction of the Special Rate for Reservoir Village Business Precinct at a meeting of Council to be held on 27 June 2022.

Prior to adopting the Budget in its final form, Council placed the Draft Budget on public display inviting submissions by Sunday, 1 May 2022 with any person requesting to be heard in support of their written submission to be heard by Council's Hearing of Submissions Committee at 6.00pm on 26 May 2022.

The community submissions in total are requesting an estimated \$22 million (\$21.9 million for capital works projects and \$95,000 for operating projects).

Fifty-four (54) submissions were received by the closing date, including twenty-four (24) submitters requesting to be heard in support of their written submission. A break-down on the number of submissions by major theme is as follows:

- Declaration of waste rate & charge: 17
- Draft Financial Hardship policy: 1
- Recreation & Reserves: 18
- Equity & Wellbeing: 3
- Traffic Management: 1
- Environmental Issues: 4

SUMMARY REPORT HEARING OF SUBMISSIONS COMMITTEE MEETING**26 MAY 2022**

- Public Places: 5
- General Matters: 2
- Additional Funding, Grants and Addressing Disadvantage: 3

A summary of Management Responses by major themes of submissions is as follows:

Recreation and Reserves / Public Places

Council owns, manages and maintains over \$1.5b in assets across the municipality and each of these assets plays an important role in delivering important services to the local community. It is important that Council invests in each of the asset types to ensure they are renewed, upgraded and enhanced before they fail.

Council relies on the following to help to make decisions on the renewal of existing assets and the construction of new assets:

- The 4-year Council Plan
- The 10-year capital works plan
- The 10-year financial plan
- The 10-year asset plan
- Strategic plans such as the Outdoor Sports Infrastructure Framework and masterplans
- Service demands from new and existing users
- Asset condition
- Asset inspections and audits
- Asset management plans
- Risk and safety assessments on individual assets
- Prioritising areas of disadvantage
- Grants from external funding sources
- Distribution of limited resources across the municipality
- Judgements on previous investment decisions to ensure equity where possible
- Project costs, return on investment, Council's financial ratios and risk appetite

Declaration of waste rate & charge

Council is facing increasing costs for waste related services due to the State Government landfill levy, Recycling Victoria reforms and rising costs in the waste sector. This represents a \$26m deficit over the next 10 years that impacts Council's financial sustainability, which is one of Council's strategic risks.

Equity measures have been introduced to accompany this change and support those most impacted.

SUMMARY REPORT HEARING OF SUBMISSIONS COMMITTEE MEETING**26 MAY 2022**

Darebin is one of 8 out of the 79 Victorian Councils that do not currently have a separate waste charge. This change is necessary to mitigate financial risk and ensure that Council can fully implement the Recycling Victoria Reforms in coming years, noting that universal FOGO is being introduced from 1 July 2022.

Council has endeavoured to be transparent with the community by making the decision to introduce the service rate and service charge in November 2021, in advance of the draft Budget and process to declare the service rate and service charge that commenced in March 2022. This has provided more time for the community to understand the change and to prepare for the impact when implemented from 1 July 2022.

Draft Financial Hardship policy

Council understands that the financial circumstances of our community vary greatly and through the collection of rates that a need exists to provide options for ratepayers experiencing financial hardship.

The hardship mechanisms and support options give consideration to:

- The Toward Equality Framework
- The Revenue and Rating Plan
- The 10-year Financial Plan

In addition to this policy, Council has extended the Covid Financial Hardship Policy until 30 September 2022, which provides additional relief measures for those experiencing hardship due to COVID.

Environmental Issues

This year a strong interest in food and green waste, and recycling, emerged, showing our community's strong interest in the circular economy. Many matters raised will be supported through the upcoming green and food waste campaign, and consultation on service delivery in 2023.

Traffic Issues

Road safety and electric vehicles continue to be a focus. Council's Your Street Your Say program will continue to drive safety and improved transport, and the Electric Vehicle policy project will support more electric charging operators to install infrastructure across Darebin.

Additional Funding, Grants and Addressing Disadvantage

Council has a substantial community grants program. The 2022/23 program is valued at \$944,000, to support organisations, projects and initiatives that make Darebin a better, healthier, sustainable and more inclusive place. The current year community grant streams include:

- Quick response and Small Grants Program – up to \$1,000 and up to \$3,000 (\$108k allocated to 56 recipients in 21/22)
- FUSE Grants Program – up to \$20,000 (\$34,040 allocated to 4 recipients in 21/22)
- Medium Grants Program – up to \$15,000 (\$198k allocated to 22 recipients in 21/22)
- Venue Hire Support Grants Program – up to \$8,000 (\$79k allocated to 47 recipients in 21/22)
- Youth Projects Grants Program – up to \$5,000 (\$50k allocated to 2 recipients in 21/22)

SUMMARY REPORT HEARING OF SUBMISSIONS COMMITTEE MEETING**26 MAY 2022**

- Three year Partnership Grants (\$316k allocated to 14 recipients in 21/22)
- Social Enterprise Grants Program
- Darebin Sports Club Grants – up to \$5,000 (\$62k allocated to 35 recipients in 21/22)

Following the Hearing of Submissions Committee meeting, a report in relation to all submissions received will be submitted for consideration at the meeting of the Council scheduled for 27 June 2022.

Submissions

The following people addressed the Committee in support of their submission:

- ***Andrew Holden***
- ***Mark Cooper***
- ***Carolyn Lunt***
- ***Emilia Storm***
- ***Walter Costantin***
- ***Angie Davidson***
- ***Tom & John (surnames not provided)***
- ***Ruth Jelley***
- ***David Cvetkovski***
- ***Michael Slaughter***
- ***Christina DiPierdomenico***
- ***Serena O'Meley***

Following submitters did not attend the Committee Meeting:

- ***Ale Taouk***
- ***Jarran Niel***
- ***Peter Gonis***
- ***Allison Harvey***
- ***Joel Thomson***
- ***Karen Bayly***
- ***Michael Howden***
- ***Rob Brown***
- ***Richard Cosway***
- ***Jamie Clennett***
- ***Diana Pais***

SUMMARY REPORT HEARING OF SUBMISSIONS COMMITTEE MEETING**26 MAY 2022**

Officer Recommendation**That Council:**

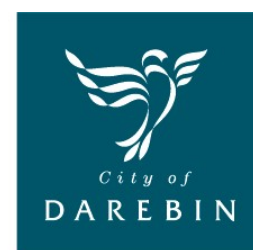
- (1) Receives and notes the written and verbal submissions.
- (2) Thank all submitters and presenters for addressing the Committee in support of their written responses.
- (3) Refers all submissions for further consideration to the Council meeting to be held on 27 June 2022 as part of Council's deliberations in the adoption of the Budget 2022-23 (incorporating the four year budget).
- (4) Notes that submissions that are not incorporated into the 2022/23 Budget will be referred for consideration in the development of the draft 2023/24 Budget.

Committee Decision**MOVED: Cr. T McCarthy**
SECONDED: Cr. S Rennie**That Council:**

- (1) Receives and notes the written and verbal submissions.
- (2) Thank all submitters and presenters for addressing the Committee in support of their written responses.
- (3) Refers all submissions for further consideration to the Council meeting to be held on 27 June 2022 as part of Council's deliberations in the adoption of the Budget 2022-23 (incorporating the four year budget).
- (4) Notes that submissions that are not incorporated into the 2022/23 Budget will be referred for consideration in the development of the draft 2023/24 Budget.

CARRIED UNANIMOUSLY**6. CLOSE OF MEETING**

The meeting closed at 6.52 pm.



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City of Darebin Audit and Risk Committee

Bi-Annual Report
December 2021 – May 2022

1. Summary

The Audit and Risk Committee (the Committee) is a committee established in accordance with section 53 and 54 of the *Local Government Act 2020* (the Act) to assist Darebin City Council (the Council) in fulfilling its responsibilities relating to external financial and performance reporting, risk and financial management, corporate governance, internal control systems and providing advice to drive continuous improvement.

The Committee's role is to report to the Council and provide appropriate advice and recommendations on matters relevant to its charter in order to facilitate decision making by the Council relating to the discharge of its responsibilities.

The objective of the Committee is to oversee:

- the integrity of external financial reporting, including accounting policies
- the scope of work, objectivity, performance, and independence of the external and internal auditors
- the establishment, effectiveness and maintenance of controls and systems to safeguard the Council's financial and physical resources
- the systems or procedures that are designed to ensure that the Council comply with relevant statutory and regulatory requirements
- the process for recognising risks arising from the Council's operations and strategies, and consider the adequacy of measures taken to manage those risks, including compliance
- the processes and systems which protect the Council against fraud and irregularities including the Protected Disclosures Act procedures.

2. Period of Reporting

This report meets the reporting requirements to Council as mandated by section 54(5) the Act.

The report provides Council and the community with a summary of the matters that the Audit and Risk Committee has addressed in the reporting period in discharging its responsibilities under its Charter and under the Act.

This report provides an overview of the activity of the Committee from 1 December 2021 to 31 May 2022.

3. Committee Membership and Meetings

The Committee met two times during the reporting period and their meeting attendance is highlighted in the below table:

| Member | Role | 06/12/2021 | 21/03/2022 |
|------------------|----------------------------------|------------|------------|
| Ms. Lisa Tripodi | Independent Member & Chairperson | ✓ | ✓ |
| Mr. Craig Geddes | Independent Member | ✓ | ⊘ |
| Dr. Marco Bini | Independent Member | ✓ | ✓ |
| Cr. Tom Hannan | Committee Member | ✓ | ✓ |
| Cr. Lina Messina | Committee Member & Mayor | ⊘ | ✓ |

4. Committee Annual Work Plan

A new Committee Work Plan item requires the Committee to assess the status of Council's policy framework to ensure the embedding of the Act's Governance Principles. The item introduced at the June 2021 Committee meeting. As a result of the new item, the Committee reviewed:

- an update on actions addressing Climate Risk in accordance with the LG Act 2020, and
- an update on actions in response to embedding the principles of the LG Act 2020.

Key Findings of the related to this section during this period were:

December 2021

- Management have progressed actions arising from the VAGO Sexual Harassment Survey.
- Management are progressing work to ensure that adequate controls are in place to identify, mitigate and manage climate risk.
- Management are progressing work to ensure that the principles of the Local Government Act 2020 are embedded in Council's operation.

March 2022

- Management have adequate controls in place to manage and record offers and receipt of Gifts, Benefits and Hospitality.
- Management have adequate controls in place to oversee and report on Councillor Expenses.
- CEO Credit Card transactions are in accordance with relevant policies and reflect appropriate expenditure
- Management are progressing work to ensure that the Policy Framework is current.

5. Committee Responsibilities

5.1 Financial and Performance Reporting

The Committee reviewed the Quarterly Financial Reports that provided budget comparison and forecast updates as required. The Committee was satisfied with the financial position in consideration of operating, capital and investment performances and did not make any further comment.

At the 6 December 2021 meeting, the Committee received VAGO's Final Closing Report and Management Letter for the year ended 30 June 2021 which were accepted by management with the key focus to close and resolve all outstanding actions.

At the same meeting, a revised Social & Sustainable Procurement Policy 2021-2025 was presented. This revised policy aligns with the provisions of the Local Govt Act 2020 whereby procurement is now referred to under Division 2 Part 5 Council Operations.

At the March 2022 meeting, the Committee received assurance that the changes to Australian Auditing and Accounting Standards will not have any material impact on either the audit objectives or the preparation of this year's Annual Financial Report.

Key Findings of the related to this section during this period were:

December 2021

- Council is monitoring and managing its financial position, key controls and addressing procurement capability and compliance.

March 2022

- Council is monitoring and managing its financial position, key controls and addressing procurement capability and compliance.
- The Australian Accounting Standards have been assessed and there are no changes to note.

City of Darebin Audit and Risk Committee – Biannual Report (December 2021 – May 2022)

5.2 Information Services

The Committee were presented with an update on the progress of the management of risks and projects by the Information Services Department.

At the 6 December 2021 meeting, the Committee received an oversight of the top three risks and the actions being undertaken. The top three risks were cyber security, disaster recovery and IT asset management lifecycle. At the same meeting an update was provided on:

- projects being undertaken by the Information Service team
- progress on the IT Strategy, and
- penetration testing

At the March 2022 meeting the Committee received an oversight of the top five risks and the actions being undertaken. The top five risks were cyber security, disaster recovery, information management, IT asset management lifecycle and system availability. In addition to the top five risks, key issues relating to the implementation of the integrated finance system, Oracle Cloud were noted. At the same meeting, an update was provided on:

- projects being undertaken by the Information Service team, and
- progress on the IT Strategy.

Key Findings of the related to this section during this period were:

December 2021

- Management have reviewed the IT Strategy draft and provided strategic input into expanding the strategy with a greater focus on Smart City technology and utilising existing platforms or system capabilities to optimise organisational performance without major change.
- 2021/22 Information Services projects are addressing key risks including Cyber Security and Data Governance.

March 2022

- Management have taken appropriate action to mitigate the high risks in IT.
- 2021/22 Information Services projects are addressing key risks including Cyber Security, IT Disaster Recovery and Data Governance

5.3 Risk Management

The Committee were presented with draft Risk Appetite Statements at the 6 December 2021 meeting. The statements were incorporated into the Risk Management Policy and adopted by the Council at their 23 May 2022 meeting.

At March 2022 meeting, the Committee received a contamination risk update which detailed the changes to the *Environment Protection Act 2021* and their impact to Council. At the same meeting, an update on the Pulse Software System was provided.

Key Findings of the related to this section during this period were:

December 2021

- Actions taken to manage Council's risks are adequate and strengthened by the representation of several key reportable findings, and the presentation of Council's strategic and operational risks.
- Management have adequate systems established and in place to manage strategic and operational risks and work has commenced on risk appetite statements.

City of Darebin Audit and Risk Committee – Biannual Report (December 2021 – May 2022)

March 2022

- Actions taken to manage Council's risks are adequate and strengthened by the representation of a number of key reportable findings, and the presentation of Council's strategic and operational risks.

5.4 Safety, Wellbeing and Workcover

The Committee were presented with a high-level indicator and analysis of safety, wellbeing and WorkCover across Council for the reporting period. The report provides:

- A Covid and vaccination update
- Safety data on:
 - types of incidents
 - total number of incidents
 - comparison to previous year
 - total number of hazards reported
- Employee Assistance Program new cases, active cases and total hours. In addition, a split between work and personal and a summary of the demographics using the service in the reporting period
- Injury Management covering Workcover claims, early intervention and work support program.

Key Findings of the related to this section during this period were:

- Management has adequate measures in place to support and monitor health, safety and wellbeing across the workforce.

5.5 Fraud Prevention Systems and Controls

An open fraud allegation remaining from 2021 relating to fraudulent invoicing was reviewed by the Committee. The suppliers email account was allegedly hacked at the time the invoice was issued.

A formal letter and follow up requests from Council have been sent to the supplier requesting a copy of the internal investigation. At the time of the preparation of this report, no further update has been received.

5.6 Internal Audit

Internal Audit Program Status

At each meeting, the Committee received an update on the Internal Audit Plan. Changes were made to the Plan reviews/schedule as required. The Committee also received reports on the status prior report recommendations and actions.

The Committee received four reports during the reporting:

- Review of Data Governance (December 2021)
- Review of Lease Management Practices (December 2021)
- Review of Inventory Controls for Small Plant, Equipment and Materials (March 2022)
- Review of OHS (March 2022)

Management accepted all recommendations which are monitored at subsequent Committee meetings.

Key Findings of the Committee related to this section during this period were:

December 2021

- The 2021/22 Internal Audit Program has been adjusted to reflect changes to align with organisational priorities and is on track for completion as planned.

City of Darebin Audit and Risk Committee – Biannual Report (December 2021 – May 2022)

- The audit scopes for the Review of Event Management, Review of Statutory Planning, Review of Cyber Security (Essential 8) and Reviews of CAATS have been prepared and endorsed by the Committee.
- 2021/22 Program will continue to ensure delivery and completion of the 2021/22 internal audit program by June 2022.

March 2022

- The 2021/22 Internal Audit Program has been adjusted to reflect changes to align with organisational priorities and is on track for completion as planned.
- 2021/22 Program will continue to ensure delivery and completion of the 2021/22 internal audit program by June 2022.

Completed Internal Audits

At each meeting, the Committee received an update on the completed internal audits during the reporting period.

At the 6 December 2021 meeting, the following audits were presented:

- Strategic Internal Audit Plan 2020/21 – Review of Data Governance
- Strategic Internal Audit Plan 2021/22 – Review of Lease Management

At the 21 March 2022 meeting, the following audits were presented from the 2021/22 plan:

- Review of Inventory Controls for Small Plant, Equipment and Materials
- Review of OHS

Key Findings of the related to this section during this period were:

December 2021

- The delivery of the 2020/21 Internal Audit Program is progressing toward completion and work is underway to deliver the 2021/22 Internal Audit Program.

March 2022

- The delivery of the 2021/22 Internal Audit Program is underway and will be completed by July 2021.

Outstanding Audit Actions Status

At each meeting, the Committee received the current status of all outstanding actions from previous internal audits undertaken across Council.

Key Findings of the related to this section during this period were:

- Management are progressing the completion of outstanding audit actions, with some delays experienced in achieving completion as expected.

5.7 Strategic Annual Internal Audit Plan

The table below provides a timeline of the 2021/22 Internal Audits:

| | Audit | Audit Plan (scope) approval | Audit commencement | Final Audit Report Due | Final Audit Report provided to ARC |
|----|--|-----------------------------|--------------------|------------------------|------------------------------------|
| 1. | Review of Compliance (Strategy & Sustainability) | 13 Sept 2021 | Jan 2022 | Feb 2022 | 29 June 2022 |
| 2. | Review of Cyber Security (Essential 8) | Out of session | Mar 2022 | May 2022 | 29 June 2022 |
| 3. | Review of Event Management | 6 Dec 2021 | Apr 2022 | May 2022 | 12 Sept 2022 |
| 4. | Review of Statutory Planning | 6 Dec 2021 | May 2022 | July 2022 | 12 Sept 2022 |
| 5. | Review of CAATS | 6 Dec 2021 | June 2022 | Aug 2022 | 12 Sept 2022 |

Key Findings of the Committee related to this section during this period were:

- Management have established a Strategic Annual Internal Audit Plan for 2022/23 with the Internal Auditor to address areas with opportunity for improvement, which has been endorsed by the Committee.

5.8 Internal Audit Services Contract

The annual review of contract performance was undertaken in November 2021 by the GM Governance and Engagement, in the absence of the Coordinator Risk and Business Improvement. This review included feedback from key stakeholders and the Committee survey results. The annual review of performance was reported to the Committee at the 6 December 2021 meeting.

The Committee also considered the option to exercise the one-year extension of the contract to 14 April 2023, there are now no further extensions available under the current contract.

Key Findings of the Committee related to this section during this period were:

- Management are monitoring the performance of the internal audit services contract and have reviewed the performance of the internal audit services contract for 2020//21 to inform the consideration to exercise the option to extend the contract beyond.

5.9 External Audit

At March 2022 meeting, the Committee received the Audit Strategy Memorandum for the financial year ending 30 June 2022 noting several key risks of material misstatement have been added with respect to future audit focus, which has been prepared by RSD Audit on behalf of VAGO.

Key Findings of the Committee related to this section during this period were:

- The summary of audit findings contained in the VAGO Final Closing Report and Management Letter for the year ended 30 June 2021 were accepted by management with the key focus to close out and resolve all outstanding audit actions.

City of Darebin Audit and Risk Committee – Biannual Report (December 2021 – May 2022)

5.9 Other Matters

The Committee received reports on, and discussed other matters, including:

- VAGO Sexual Harassment Survey Outcomes and Action Updates
- Policy Framework – Embedding of Governance
- Climate Risk Update
- IBAC Report Actions Update
- Information Services Risk Management
- Vulnerability Assessment and Penetration Testing (VAPT) Program Update
- Business Continuity Planning
- Insurance Claims – Claims Management
- Strategic Annual Internal Audit Plan 2021/22
- Councillor Gifts, Benefits & Hospitality Register
- Councillor Support & Expenses
- CEO Credit Card Expenses
- Investment Policy with proposed changes
- Strategic and Operational Risks
- Contamination Risk Update
- Cladding Update
- Key Metrics Update

6. Reporting to Council

As previously indicated, these reports are formally provided to Council at least twice per annum, in June and December. In accordance with the Governance Rules 2020, minutes of the Committee meetings, as an advisory Committee to Council, are provided to Council as soon as practical after each meeting.

7. Performance Evaluation

At 21 March 2022 meeting, the Committee endorsed the Draft 2021/22 Annual Survey of Committee Members for the next annual performance evaluation.

The committee conducted an annual performance evaluation and the results will be reported in the Committee Performance Report at the 29 June 2022 meeting.

8. Meeting Schedule for 2022

The Committee's meeting schedule to end 2022 is as follows:

- Monday 12 September 2022
- Monday 12 December 2022

9. Overall comments

The Committee welcomes feedback as to whether this report meets Council's expectations. If Council wishes to be briefed by the Committee on any matters raised in this report, I would be delighted to attend as required.

Thank you to Committee members, all Councillors and Council Officers for your support during this period and especially during these challenging times.

Yours Sincerely

Lisa Tripodi

Chair on behalf of the Audit and Risk Committee

29 JUNE 2022

City of Darebin Audit and Risk Committee – Biannual Report (December 2021 – May 2022)



PUBLIC TRANSPARENCY POLICY 2020

July 2020

darebin.vic.gov.au



This policy, which incorporates the statutory requirements prescribed for a Public Transparency policy in accordance with Clause 57 and 58 of the *Local Government Act 2020*, was adopted by resolution of Darebin City Council on 20 July 2020.

| Version | Date Adopted by Council | Amendment |
|---------|-------------------------|-----------|
| 1.0 | 20 July 2020 | |

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COMMITMENT

Council is committed to being accountable to the community through transparency of our information, service data, performance and decision making.

Council will empower the community through easy access to information and community engagement to inform decision making and strengthen good governance.

This policy also recognises the importance of open and accountable conduct.

1. INTRODUCTION

Transparency enables the community to hold Council to account. Council also seeks to be transparent with its decisions, actions and information in order to:-

- demonstrate good governance;
- improve performance;
- reassure the community that Council is spending public monies wisely; and
- increase the confidence and trust of the community.

Council is committed to embedding the principles of good governance, including public transparency, throughout its decision making, corporate governance and democratic governance. It demonstrates this commitment through high quality processes to ensure people have access to information that informs its decision making processes.

The Public Transparency Policy will ensure that Council provides stakeholders across Darebin with access to information and the opportunity to participate in public life and inform decision making, consistent with Section 18 of the Victorian Charter of Human Rights and Responsibilities.¹

The work of Council will be conducted with transparency. Information is made readily and proactively available to the community and stakeholders, with specific exceptions clearly articulated.

Council will strive to strike an appropriate balance between the need to ensure transparency and the need to preserve the integrity of its own deliberative processes, whilst protecting the confidentiality of certain information.

This Public Transparency Policy (Policy) outlines what Council will do to maximise transparency in Council decision making, access to and availability of information and commits Council to key principles in how it will achieve this to deliver on its commitment to public transparency.

¹ Section 18 - Taking part in public life

(1) Every person in **Victoria** has the **right, and** is to have the opportunity, without discrimination, to participate in the conduct of public affairs, directly or through freely chosen representatives.

This policy also seeks to promote the Public Transparency Principles as set out in section 58 of the Act, namely:-

- a) Council decision making processes must be transparent except when the Council is dealing with information that is confidential by virtue of this Act or any other Act;
- b) Council information must be publicly available unless—
 - i. the information is confidential by virtue of this Act or any other Act; or
 - ii. public availability of the information would be contrary to the public interest;
- c) Council information must be understandable and accessible to members of the municipal community;
- d) Public awareness of the availability of Council information must be facilitated.

2. CONTEXT

There are various ways in which Council works to ensure that residents are informed about key areas of Council's business. These include the quarterly reporting of financial performance data, capital works and project delivery updates and progress on actions in the Council Plan.

2.1. ORGANISATIONAL CONTEXT

- Community Engagement Policy
- Freedom of Information Part II Statement
- Governance Rules
- Information Privacy Policy
- Health Privacy Policy
- Records Management Policy

2.2. LEGISLATIVE CONTEXT

Local Government Act 2020 – transparency, integrity and accountability are central principles and requirements that underpin local government democracy, accountability, conduct and enable the community to hold Council to account.

Local Government Act 1989 –some provisions continue to apply through the staged implementation of the Local Government Act 2020.

Equal Opportunity Act 2010 - providers of services have a duty to take reasonable and proportionate steps to eliminate discrimination as far as possible; must not discriminate when they deliver services; and must make reasonable adjustments for people with disabilities so that they can participate or access a service, including when providing information.

Victorian Charter of Human Rights and Responsibilities Act 2006 –Council is required to ensure the consideration of relevant human rights in making decisions. Section 13 protects an individual's right not to have their privacy unlawfully or arbitrarily interfered with and Section 18 recognises a person's right to participate in the conduct of public affairs. Actions that are incompatible with human rights are illegal.

3. SCOPE

This policy covers:-

- Documentary information,
- Process information including the basis upon which decisions are made; and
- How information will be made available to the public.

This policy applies to Councillors, Council staff and other personnel (including contractors) of the Council.

4. OBJECTIVES

To:-

- Articulate Council's understanding of public transparency and commit to the public transparency principles that will guide its approach.
- Ensure availability of information that informs decision making by Council to the community to foster openness, transparency and accountability.
- Provide consistency in Council's approach to making information available.
- Improve organisational performance and community trust by supporting Council in good decision making, effective governance, integrity, compliance, responsible use of resources, and the achievement of its goals and objectives.

5. POLICY DETAILS

5.1. WHAT IS PUBLIC TRANSPARENCY

Transparency and accountability go hand in hand. Openness, accountability, and honesty define local government transparency and Council's obligation to share information with the community.

Transparency is central to the ability of the community to hold its elected and appointed officials accountable. Public transparency, in the local government context, requires that the work of the Council is:-

- Conducted openly.
- Accompanied by information made freely and proactively available to the community and stakeholders; and
- Supportive of participation in decision making.

Exceptions should be minimal and in accordance with law. An explanation should always be provided as to why information will not be released or why a decision cannot be made with full transparency.

5.2. PRINCIPLES FOR TRANSPARENCY

Council commits to the following principles for Public Transparency as detailed in section 58 of the *Local Government Act 2020*:-

- a) Council decision making processes must be transparent except when the Council is dealing with information that is confidential by virtue of this Act or any other Act;
- b) Council information must be publicly available unless—
 - i. The information is confidential by virtue of this Act or any other Act; or
 - ii. Public availability of the information would be contrary to the public interest;
- c) Council information must be understandable and accessible to members of the municipal community;
- d) Public awareness of the availability of Council information must be facilitated.

5.3. WHAT WILL COUNCIL BE TRANSPARENT WITH?

5.3.1. DECISION MAKING AT COUNCIL MEETINGS

- Will be informed through community engagement, in accordance with the Community Engagement Principles and the Community Engagement Policy.
- Will be informed by:
 - A Council Report that details factual and evidence-based information that has guided the Officer Recommendation provided in the agenda for a Council meeting;
 - Council debate during the meeting which is open to the community or can be viewed on the livestream (and available as a recording).
- Will be conducted in open meetings, unless closed in accordance with the provisions of the Act and the Governance Rules.
- Will be undertaken in accordance with the Act, including the Governance Rules, and other legislation.

5.3.2. DECISION MAKING BY COUNCIL OFFICERS

- Will be undertaken in accordance with the Act, including the Governance Rules, and other legislation.
- Will be open and transparent, including in regard to the considerations upon which decisions are based.
- Will be in keeping with the documented accountabilities of the organisation, including delegations or authorisations.
- Will be made fairly and based on merit.

5.3.3. COUNCIL INFORMATION

Council delivers a range of services to residents, business and visitors to the municipality and our services and functions are documented. Council will publish information about Council services and administration activities on Council's website or will make them available upon request.

A schedule of the:-

- Documents
- Process information; and
- Council Records

available for inspection is set out in Appendix 1.

Also, Part II of the *Freedom of Information Act* 1982 requires government agencies, including local Councils to publish prescribed advice to assist members of the public in accessing the information it holds. The information contained in the Statement includes the following, as required under the *Freedom of Information Act* 1982:

- Statement 1 – Organisation and Functions of Council
Section 7(1) (a) (i) (vii) and (viii)
- Statement 2 – Categories of Documents
Section 7(1) (a) (ii)
- Statement 3 – FOI Arrangements
Section 7(1) (a) (iii) (v) (vi)
- Statement 4 – Publications
Section 7(1) (a) (iv)
- Statement 5 – Rules, Policies, and Procedures
Section 8

The Part II Statement under the Freedom of Information Act 1982 is available on Council's website

5.3.4. PUBLICATIONS

Council publishes a range of newsletters, reports and handbooks for residents, businesses and visitors to Council.

These materials can generally be accessed as follows:

- By downloading from www.darebin.vic.gov.au
- By telephoning the Council on (03) 8470 8888

Some of these publications are available at Council's Libraries.

5.4. WHEN WILL WE BE TRANSPARENT?

Public transparency will guide the work that we do, the decisions we make and the information we share.

There will be circumstances where information cannot be shared, and these are outlined in 5.5.

5.5. WHEN WILL WE BE LIMITED IN OUR TRANSPARENCY?

Some Council information that informs decision making by Council may not be made publicly available. This will only occur if the information is confidential information or if its release would be contrary to the public interest or not in compliance with the Privacy and Data Protection Act 2014

5.5.1. CONFIDENTIAL INFORMATION

“Confidential information” is defined in section 3 of the Local Government Act 2020. It includes the following types of information:-

- Council business information - that would prejudice the Council's position in commercial negotiations if prematurely released.
- Security information - that is likely to endanger the security of Council property or the safety of any person if released.
- Land use planning information - that is likely to encourage speculation in land values if prematurely released.
- Law enforcement information - which would be reasonably likely to prejudice the investigation into an alleged breach of the law or the fair trial or hearing of any person if released.
- Legal privileged information - to which legal professional privilege or client legal privilege applies.
- Personal information - which would result in the unreasonable disclosure of information about any person or their personal affairs if released.
- Private commercial information - provided by a business, commercial or financial undertaking that relates to trade secrets or that would unreasonably expose the business, commercial or financial undertaking to disadvantage if released.
- Confidential meeting information - records of a Council and delegated committee meetings that are closed to the public to consider confidential information.
- Internal arbitration information - relating to internal arbitration about an alleged breach of the councillor code of conduct.
- Councillor Conduct Panel confidential information - relating to a Councillor Conduct Panel matter.
- Confidential information under the 1989 Act - that was confidential information for the purposes of section 77 of the Local Government Act 1989.

Council may decide, in the interests of transparency, to release information to the public even though it is confidential under the Act. However, this will not happen if the release is:-

- Contrary to law;
- In breach of contractual requirements; or
- Releasing the information is likely to cause harm to any person or is not in the public interest to do so.

5.5.2. PUBLIC INTEREST TEST

Council is not required to make publicly available information if the release would be contrary to the public interest. When considering public interest, Council must be satisfied that the harm to the community likely to be created by releasing the information will not exceed the public benefit in it being released.

When considering possible harm from releasing information, Council will only concern itself with harm to the community or members of the community. Potential harm to the Council will only be a factor if it would also damage the community, such as where it involves a loss of public funds or prevents the Council from performing its functions.

The public interest determination will consider factors referenced in the *Privacy and Data Protection Act 2014* including:-

| Section Privacy and Data Protection Act 2014 | The public interest in ... | Weighed against the public interest in ... |
|---|--|---|
| 5(a) (objects) | the free flow of information | protecting the privacy of personal information in the public sector |
| 5(b) (objects) | promoting open access to public sector information' | protecting its security |
| Sections 31(1), 35(1)(a), 39(1)(a), 41(1)(a) (PIDs) | the organisation doing the act or engaging in the practice' | complying with the specified Information Privacy Principle or approved code of practice |
| Sections 47(3), 49(1) (Information Usage Arrangements ('IUAs' that modify the application of, or provide for non-compliance with, an Information Privacy Principle or an approved code of practice) | handling personal information under the information usage arrangement in the way specified | complying with the specified Information Privacy Principle or approved code of practice |
| Sections 47(4), 49(2) (IUAs for the purposes of an information handling provision) | treating the handling of personal information as being permitted | treating the handling of that information as not being permitted |

2

² Guidelines to Public Interest Determinations, Temporary Public Interest Determinations, Information Usage Arrangements and Certification, *Commissioner for Privacy and Data Protection*, (2014)

Information that might be withheld because it is contrary to the public interest may include:-

- Internal working documents that have not been approved or submitted to Council, especially where their release may mislead the public;
- Directions to Council staff regarding negotiations in contractual or civil liability matters, where release may damage the Council's capacity to negotiate the best outcome for the community; and
- Correspondence with members of the community, where release may inappropriately expose a person's private dealings.

Where information is not confidential, and not already available, Council will apply the principles of a public interest test with consideration also of the resources required to respond to the request.

5.6. HOW WILL WE BE TRANSPARENT

5.6.1. ACCESS TO INFORMATION

- Information will be made available and maintained on the Council website in a timely manner. The information will be accessible in terms of plain language, format and provision of a multi-lingual interpreting service.
- Requests for information will be responded to in alignment with this policy and the Public Transparency Principles.
- Information requested to be released will be assessed with regard to confidentiality in accordance with the Act and public interest test where appropriate.
- This may include providing a copy, arranging inspection or viewing or otherwise providing access to the document. An applicant may otherwise be advised that access to a document can be obtained via another method such as a statutory release scheme or for purchase.

5.6.2. COUNCIL MEETINGS

Decisions made at Council meetings are generally informed by Council reports that are prepared by officers and included in the agenda.

Council meeting agendas are made available to the community in advance of each meeting in accordance with the Governance Rules. Council meetings will be open to the public to attend or view.

The only circumstance in which the community will not be able to view a Council meeting will be if it has been closed for consideration of a confidential matter.

5.6.3. ADVISORY COMMITTEES, COUNCILLOR BRIEFINGS AND INFORMAL MEETINGS

For any meeting of an Advisory Committee established by Council attended by at least one Councillor or a scheduled or planned meeting to discuss the business of *Council* or to brief Councillors, and which is attended by at least half of the Councillors and one member of Council staff; and which is not a *Council meeting*, *Delegated Committee* meeting or *Community Asset Committee* meeting the *Chief Executive Officer* must ensure that a summary of the meeting is:-

- a) Tabled at the next convenient Council meeting; and
- b) Recorded in the minutes of that Council meeting.

The summary of the meeting will include

- c) The time, date and location of the meeting.
- d) The councillors in attendance.
- e) The topics discussed.
- f) The positions of council officers in attendance and
- g) The organisation that any attendees external to council are representing; and
- h) Any conflicts of interest declared, including the reason.

5.6.4. AUDIT AND RISK COMMITTEE REPORTING

In accordance with the Overarching Governance Principles and Audit and Risk Committee Charter, any non-conformance with statutory or legislative requirements will be reported to the Audit and Risk Committee.

The Audit and Risk Committee will prepare biannual audit and risk report that describes the activities, issues and related recommendations of the Committee in accordance with the Act.

5.7. COMMUNITY ENGAGEMENT AND PUBLIC PARTICIPATION

We will engage with our Community when we are developing a strategy, plan or change that impacts them. In our reporting we will tell our community how we have undertaken community engagement and public participation throughout the process, what was learned from this and how it informed the approach taken.

5.8. ACCESSING INFORMATION

Information will be made available on the Council website, at Council offices, or by request.

Members of the public can make different kinds of information requests to the Council (i.e. the formality of the request, or pre-requisites for access may vary, depending on the nature of the document and the context.).

This Policy is alert to the varied capacity of members of the community to access information. Consideration will be given to accessibility and cultural requirements with reference to the Towards Equality Framework of the Council.

Council will respond to requests for information in accordance with:-

- The Act including the Public Transparency Principles;
- With the Part II statement made under the Freedom of Information Act 1982., and
- This policy.

5.9. NON-COMPLIANCE WITH THIS POLICY

If a member of the community wishes to question a decision about the release of information:-

- This should be raised directly with the officer handling the matter in the first instance.
- If still not satisfied and would like to further review the decision, this can be reported to the Freedom of Information Officer at the Council.
- If still not satisfied and would like to contest the decision, this can be reported in accordance with Councils Complaints Handling Procedures.
- If not satisfied with Council's response, the concerns can be raised directly with the

Victorian Ombudsman

Level 9 North Tower
459 Collins Street
Melbourne 3000
Tel: 03 9613 6222

Or, where the complaint relates to management of privacy

Office of the Victorian Information Commissioner

PO. Box 24274
Melbourne, Vic 3000
Telephone: 1300 00 6842
Email: enquiries@ovic.vic.gov.au
Website: www.ovic.vic.gov.au

5.10. HOW TO ACCESS OTHER COUNCIL INFORMATION

The *Freedom of Information Act 1982* gives a person right of access to documents that Council hold. Council is committed to proactive and informal release of information in accordance with the Freedom of Information Professional Standards issued by the Victorian Information Commissioner.

Community members who can't find the information sought are encouraged to call Council before making a Freedom of Information application. An application may not be required to get the documents. Council staff will advise know what documents are available for inspection and assist with getting the information you want.

6. ROLES AND RESPONSIBILITIES

| Party/parties | Roles and responsibilities | Timelines |
|--------------------------------|--|------------------|
| Council | Champion the commitment and principles for public transparency through leadership, modelling practice and decision-making. | Ongoing |
| Executive Management Team | Champion behaviours that foster transparency and drive the principles through policy, process and leadership. Monitor implementation of this policy. | Ongoing |
| Senior Management Team | Manage areas of responsibility to ensure public transparency, good governance and community engagement is consistent with this policy. | Ongoing |
| All Staff | Public transparency is the responsibility of all employees as appropriate to their role and function. All staff respond to requests for information and facilitate provision of information in consultation with their manager and in alignment with the Policy. | Ongoing |
| Manager Governance Unit | To monitor implementation of this policy and conduct periodic reviews to drive continuous improvement. | Ongoing |
| Freedom of Information Officer | To receive and investigate concerns about compliance with this policy and provide recommendations and response on action. | Ongoing |

7. MONITORING, EVALUATION AND REVIEW

Council will monitor processes, information sharing and decision making to understand the impact of the policy.

A periodic review of this policy will be undertaken and any changes required to strengthen or update the policy will be made in a timely manner.

8. REVIEW

This policy will be reviewed in June 2024 unless the Council determines that an earlier review is required.

APPENDIX 1 – AVAILABILITY OF INFORMATION

Council information required under the Act (and the *Local Government Act 1989*) to be made available on Council's website:-

- Agendas and Minutes of Council Meetings and Delegated Committees;
- Local Laws and Governance Rules;
- Council Plan and Annual Plan;
- Council Budget and Strategic Resource Plan;
- Code of Conduct – Councillors;
- Summary of Election Campaign Donation Returns;
- Summary of Personal Interest Returns; and
- Any other registers or records required to be published on Council's website under legislation or determined to be in the public interest.

Other Council documents and information to ensure the community is informed about Council's operations and functions to be made available on Council's website:-

- Adopted Council policies, plans and strategies;
- Project and service plans;
- Terms of Reference or Charters for Council Advisory Committees and Groups;
- Consultations and community engagement processes undertaken by Council;
- Reporting from Advisory Committees and Reference Groups to Council;
- Audit and Risk Committee performance reporting;
- Relevant technical reports and/or research that informs decision making;
- Practice notes and operating procedures;
- Guidelines and manuals;
- Application processes for approvals, permits, grants and access to Council services;
- Submissions made by Council;
- Register of planning permits and applications;
- Register of Building Permits, Occupancy Permits and temporary approvals;
- FOI Part II Statement; and
- Registers of Delegation;
- Register of gifts, benefits and hospitality offered to Councillors or Council staff;
- Register of overseas and interstate travel undertaken by Councillors or Council staff;
- Register of conflicts of interest disclosed by Councillors or Council staff;
- Register of donations and grants made by Council;
- Register of leases entered into by Council, as lessor and lessee;
- Register of authorised officers;
- Submissions received under section 223 of the *Local Government Act 1989* until its repeal or received through a community engagement process undertaken by Council (if those submissions are not part of a Council report); and
- Any other registers or records required to be made available for public inspection under legislation.

8.10 STATUTORY AND STRATEGIC PLANNING CONSULTANTS PANEL

Author: Manager City Development

Reviewed By: Acting General Manager City Sustainability and Strategy

EXECUTIVE SUMMARY

It is recommended that Council appoint a panel of qualified and experienced consultants to provide statutory and strategic planning services to the City of Darebin. The current panel of consultants has run for five and a half years and is due to expire at the end of this financial year.

Interest for the panel was sought from experienced planning service providers via an open public tender in accordance with Council's Social and Sustainable Procurement Policy. Planning services requested were categorised under the following: Strategic Planning, Urban Design, VCAT Advocacy, Statutory Planning report writing and Heritage.

A tender evaluation panel has completed a detailed evaluation process and has put forward a recommendation.

The proposed contract arrangement is to run for a period of three (3) years, with options for one (1) plus one (1) year extensions.

| |
|-------------------------------|
| Officer Recommendation |
|-------------------------------|

That Council:

- (1) Approves the engagement of the following tenderers for the provision of specialist planning, heritage, and urban design consultancy services at a total amount of up to \$_____ (incl. GST) each year and \$_____ (incl. GST) over three years for the period 1 July 2022 to 30 June 2025 under Contract CT202219:

 - (2) Authorises the General Manager City Sustainability & Strategy to finalise and execute the contract documentation on behalf of Council.
 - (3) Authorises the General Manager City Sustainability & Strategy to review and approve options for one (1) plus one (1) year extensions subject to satisfactory performance reviews.
-

BACKGROUND / KEY INFORMATION

Council has sought a panel of qualified and experienced consultants to provide statutory and strategic planning services to the City of Darebin. The current panel of consultants has run for five and a half years and is due to expire at the end of this financial year.

Interest for the panel was sought from experienced planning service providers via an open public tender. Planning services requested were categorised under the following: Strategic Planning, Urban Design, VCAT Advocacy, Planning Report Writing and Heritage.

Council's Statutory Planning and Strategic Planning units deliver a range of functions to administer Council's role as the Responsible Planning Authority for the Darebin Planning

Scheme under the *Planning and Environment Act 1987*. For statutory planning, this includes processing and determining a range of planning permit applications and associated functions. For strategic planning, this includes developing and reviewing planning and land use and related strategies and administering planning scheme amendments.

In order to deliver these outputs to meet the needs of the community as well as statutory timing and other obligations, the units rely on the services of expert consultants. This includes consultants with expertise in heritage and urban design typically for referral advice and/ or expert evidence for specific planning permit applications or strategic planning matters. Council does not employ any in-house heritage expert. Council has a limited number of urban designers who provide referral advice, and requires consultants to provide support during period of high work demand and as independent experts who can provide evidence in VCAT and planning panels.

Council also utilises planning consultants to assist during periods of high work demand including with planning report writing and appearing at VCAT for Council, or on an as-needed basis. Generalist planning consultants would also be able to assist with work to support the strategic planning team deliver their work program on an as-needed basis. Tasks could include undertaking peer reviews, drafting amendment documentation and associated strategies and materials.

Consultant spending will be monitored throughout the year to ensure it is not excessive, delivers good value, and does not exceed the terms of the contract.

Previous Council Resolution

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

ALIGNMENT TO 2041 DAREBIN COMMUNITY VISION

Strategic Direction 2: Prosperous, Liveable and Flourishing

ALIGNMENT TO 2021-25 COUNCIL PLAN

Strategic Direction 2: Prosperous, Liveable and Flourishing

ALIGNMENT TO COUNCIL PLAN STRATEGIC OBJECTIVES

4.3 We will transform our services and service delivery models to ensure they meet the current, emerging and future needs of our community

4.5 We will improve the sustainability, accessibility, and design of development on private land in our city

DISCUSSION

In accordance with Council's Social and Sustainable Procurement Policy, a public tender methodology was adopted. Tenders were advertised on Council's online portal website and in The Age newspaper. Tender conditions were based on Council's Standard Request for Tender documentation and contract conditions were based on standard Consultancy Agreement (General Consultancy). The tender sought fixed consultant fees for the initial contract period based on the project specifications.

The request for tender was issued on 9 April 2022 and closed on 10 May 2022. Details of the contractors that submitted proposals by the closing date and time are outlined in **Confidential Appendix A** circulated to Councillors under separate cover.

Submissions were evaluated by a panel against the following pre-established criteria:

- Local business content
- Social initiatives and practices
- Sustainability and environmental initiatives and practices
- Price
- Proven experience and current professional standing
- Proven capacity of personnel to deliver the services
- OH&S/insurance
- Response to COVID-19 situation
- Financial viability
- Working with Children Check
- Compliance to specifications
- Compliance to agreement.

The members of the panel, evaluation details, pricing, scoring and reference checks for the evaluation is provided in **Confidential Appendix A** issued under separate cover.

Twenty one submissions were received.

The proposed contract arrangement is to run for a period of three (3) years, with options for one (1) plus one (1) year extensions, subject to a satisfactory performance review.

CONSIDERATION OF LOCAL GOVERNMENT ACT (2020) PRINCIPLES

Financial Management

The use of the panel would be funded through the annual operations budget and project budget. See **Confidential Appendix A** for details of the budget and financials.

Community Engagement

This matter does not require community engagement.

Overarching Governance Principles and Supporting Principles

(a) Council decisions are to be made and actions taken in accordance with the relevant law;

Public Transparency Principles

(b) Council information must be publicly available unless (i) the information is confidential by virtue of this Act or any other Act; or (ii) public availability of the information would be contrary to the public interest;

Service Performance Principles

(c) quality and costs standards for services set by the Council should provide good value to the municipal community;

COUNCIL POLICY CONSIDERATIONS

Environmental Sustainability Considerations (including Climate Emergency)

In line with Darebin's Social and Sustainable Procurement policy, tender evaluation criteria gave weight to sustainability and environmental initiatives and practices.

Equity, Inclusion, Wellbeing and Human Rights Considerations:

In line with Darebin's Social and Sustainable Procurement policy, tender evaluation criteria gave weight to social initiatives and practices.

Economic Development and Cultural Considerations

In line with Darebin's Social and Sustainable Procurement policy, tender evaluation criteria gave weight to local business content.

Operational Impacts

The appointment of the panel will ensure continuity in the delivery of operational requirements in the statutory planning and strategic planning work units. It will provide flexibility to respond to changing work demand, specialist needs, or unexpected disruption to the workforce.

Legal and Risk Implications

The tender process has been conducted in accordance with Darebin's Social and Sustainable Procurement policy and has been overseen by independent probity advisors.

The tender evaluation criteria included the proven experience and current professional standing and proven capacity of personnel to deliver the services in each of the five categories. This will ensure that consultants engaged will provide services that comply with the relevant legislative requirements of the *Planning and Environment Act 1987*, *Heritage Act*, *Subdivision Act*, *VCAT Act*, Darebin Planning Scheme and related statute and policies.

IMPLEMENTATION ACTIONS

The contract is scheduled to commence on 1 July 2022. The panellists will be requested to provide quotations for specific projects over the term of the contract.

RELATED DOCUMENTS

Nil

Attachments

- Appendix A- CT202219 Statutory and Strategic Planning Consultants Panel (**Appendix A**) Confidential - enclosed under separate cover
- Appendix B - CT202219 Statutory and Strategic Planning Consultants Panel - Probity Report FINAL (**Appendix B**) Confidential - enclosed under separate cover
- Appendix C- CT202219 Statutory and Strategic Planning Consultants Panel - Evaluation Matrix (**Appendix C**) Confidential - enclosed under separate cover

DISCLOSURE OF INTEREST

Section 130 of the *Local Government Act 2020* requires members of Council staff and persons engaged under contract to provide advice to Council to disclose any conflicts of 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.

8.11 CT202225 CONTRACT AWARD - SUPPLY & DELIVERY OF BULK FUEL**Author:** Infrastructure Maintenance and Fleet Capital Project Officer**Reviewed By:** General Manager Operations and Capital

EXECUTIVE SUMMARY

This report seeks approval to access Procurement Australia (PA) contract 2403-0109: Supply and Delivery of Bulk Fuel.

The recommendation in this report will replace the previous PA contract 2003/0107 which expired in March 2022. Council use of this PA contract also satisfies and complies with Darebin's procurement processes and the *Local Government Act 2020*. The expected aggregated cost, likely to be somewhere between \$2.5m - \$3m, is in excess of operational delegations, therefore requires Council endorsement.

The advantages of accessing this contract include but is not limited to:

1. Compliance with the *Local Government 2020 Act*.
2. Fixed discounted pricing, which would not be available if solely tendered by Darebin Council.
3. Ongoing support and assistance from PA for the duration of the contract.
4. Consistent supply of fuel over the long term.
5. Operational efficiency, saving time otherwise wasted travelling to off-site locations in order to fill up, and largely avoiding or minimising detours to refuel.
6. Effective fuel management and record keeping.

Councils have the option to elect and participate in various aggregated tendering and subsequent contracting opportunities by appointing Procurement Australia (PA) as its tendering agent. This permits all Local Governments to aggregate their expenditures and achieve greater economies of scale, resulting in improved efficiencies and cost savings across the local government sector.

Council has been progressively increasing the use of electric and hybrid vehicles to reduce its use of fossil fuel as part of responding to the Climate Emergency. Over time it aims to switch its fleet entirely off fossil fuels, however in the near term there are not vehicles suitable for all council functions and use of fuel remains essential to running day to day operations.

Council offsets emissions from fuel and is carbon neutral.

Officer Recommendation**That Council:**

- (1) Endorses use of PA Contract 2403-0109 (Darebin reference No. CT202225) Supply and Delivery of Bulk Fuel from _____ for two years plus two 1-year extensions at a bulk rate cost of ex-terminal price per litre less a fixed discounted rate of _____ cents per litre delivered to Council.
- (2) Authorises the Chief Executive Officer to notify PA and the supplier, of Council's formal endorsement to utilise PA contract 2403-0109 as required, to fulfil its operational requirements.
- (3) Authorises the General Manager Operations & Capital, to review and approve options for two by one-year extensions, subject to satisfactory performance and operational requirements.
- (4) Authorises the General Manager Operations & Capital, to review and approve variations arising due to fluctuations in international oil pricing for the contract term.

BACKGROUND / KEY INFORMATION

During the 2020/2021 financial year Council spent approximately \$551,000 (ex. GST) on diesel fuel to Council's large fleet and machinery based at the operations centre and at Bundoora Park. Currently approximately 100 Council fleet vehicles and machines utilise the existing underground diesel fuel tank. Council saved approximately \$49,000 in 2020/2021 financial year by using the PA contract compared to the retail purchase price. However, Council can expect to spend more annually though this contract as the price of fuel rises globally and as additional services are provided to the community.

Council's passenger fleet accesses fuel and oils through local petrol stations and is therefore not contributing to the cost of this PA contract. Council is progressively reducing the use of fuel for transport by increasing the use of electric and hybrid vehicles.

All the tanks are managed by a fuel management system (JigSaw) that gives real-time analysis of fuel operations. The system captures accurate data for cost distribution and monitoring. The system can be used to prepare a wide selection of reports as required.

The pumps are serviced and calibrated on a regular basis by a contracted service provider to ensure accuracy of data.

Previous Council Resolution

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

ALIGNMENT TO 2041 DAREBIN COMMUNITY VISION

Strategic Direction 3: Climate, Green and Sustainable

ALIGNMENT TO 2021-25 COUNCIL PLAN

Strategic Direction 4 Responsible, Transparent and Responsive

ALIGNMENT TO COUNCIL PLAN STRATEGIC OBJECTIVES

4.1 We will ensure balanced and responsible financial decision making that meets the needs of our community now and into the future

4.2 We will ensure our assets are optimised for the benefit of our community

DISCUSSION

Procurement Review

A review of the procurement of bulk fuel services established that the best method is to utilise the existing contract offered by the suppliers under the PA panel arrangement. Accordingly, Council signed as an interested party to the PA Contract 2403-0109 (Bulk Fuel) that has market tested a panel of suppliers with the knowledge and capacity to deliver service. See confidential **Appendix B** under a separate cover.

Procurement Australia Tender, Evaluation and Awarding

Request for Tender (RFT)

Procurement Australia, on behalf of its participating members located nationally, invited tenders from qualified parties to be part of a panel of providers for the supply and delivery of bulk fuels commencing 1 April 2022 and ending 31 March 2024 with the potential for 2 x 1-year options to extend.

The City of Darebin expressed interest in Category 1 Bulk Fuels – a measurement of bulk deliveries determined from recorded readings from each of the storage tanks at the Procurement Australia members' locations.

A request for tender was published in the Herald Sun on 10 November 2021 and the Sydney Morning Herald on 9 November 2021. The tender closed at 3:00 pm AEDT on 8 December 2021. To enable consultation of respective industries on the requirement of each tender and to invite feedback, PA convened a supplier tender briefing webinar on 13 October 2021.

Tender Participation

Details of the contractors that submitted response by the closing date, the evaluation criteria and weightings, and the evaluation process is included at confidential **Appendix A** circulated to councillors under separate cover.

Tender Evaluation

All submissions were assessed to be conforming and passed the tender compliance criteria, including requirements for insurances, financial viability, OH&S policy and conflict of interest.

Responses were assessed against the below evaluation criteria:

| Percentage | Criteria | Sub-Criteria |
|------------------------|---------------------------------|---|
| Technical Criteria | Compliance (unweighted) | <ul style="list-style-type: none"> ▪ Compliance with insurance ▪ Compliance with the terms and conditions of the tender ▪ Compliance with terms and conditions of the contract |
| | Contractors Performance | <ul style="list-style-type: none"> ▪ Corporate Profile and Experience ▪ Processes and Procedures ▪ Responsiveness ▪ Quality Practices ▪ Work Health & Safety |
| | Customer Focus | <ul style="list-style-type: none"> ▪ Marketing & Sales Strategies ▪ Customer Service ▪ Account Management & Engagement ▪ Value Added Products/Services |
| | Corporate Social Responsibility | <ul style="list-style-type: none"> ▪ Social Impacts ▪ Environmental Management ▪ Indigenous Content |
| Price Related Criteria | Price | <ul style="list-style-type: none"> ▪ Fixed cents per litre discounts ▪ Historical price averages ▪ Tiered volume discounts |

The scores for each tenderer are detailed in **Appendix A** circulated to councillors under separate cover.

CONSIDERATION OF LOCAL GOVERNMENT ACT (2020) PRINCIPLES

Financial Management

Council has an operational budget of \$900,000 (excl. GST) per year for fuel and oil supplies, which includes bulk fuel, AdBlue (additive that reduces emissions), LPG, lubricants and business-related fuel expenses.

At this time, Council's operational budgets are considered adequate to cover the costs of fuels, oils and lubricants but close monitoring of rising costs will be necessary over the coming months and years. Council's efforts to reduce the passenger fleet to a number that is no greater than is required for operational purposes will assist to efficiently manage these costs. Further, the movement towards hybrid and fully electric vehicles will also help.

Community Engagement

Not required for this contract.

Other Principles for consideration

Overarching Governance Principles and Supporting Principles

- (a) Council decisions are to be made and actions taken in accordance with the relevant law;
- (f) collaboration with other Councils and Governments and statutory bodies is to be sought;
- (g) the ongoing financial viability of the Council is to be ensured;
- (i) the transparency of Council decisions, actions and information is to be ensured.

Public Transparency Principles

- (a) Council decision making processes must be transparent except when the Council is dealing with information that is confidential by virtue of this Act or any other Act;

- (c) Council information must be understandable and accessible to members of the municipal community;

Strategic Planning Principles

- (e) strategic planning must provide for ongoing monitoring of progress and regular reviews to identify and address changing circumstances;

Service Performance Principles

- (c) quality and costs standards for services set by the Council should provide good value to the municipal community;

COUNCIL POLICY CONSIDERATIONS

Environmental Sustainability Considerations (including Climate Emergency)

Council is progressively reducing the use of fuel for transport by increasing the use of electric and hybrid vehicles.

Council is carbon neutral and offsets the emissions from transport fuel.

The preferred supplier manages environmental risk and performance across its business through the operational excellence management system (OEMS). It has three new industry collaborations, including with Tesla and Enerven to pilot a virtual power plant at three retail sites with an early-stage developer of hydrogen-based microgeneration and storage technology and with Fusion Fuel Green PLC to jointly develop a green hydrogen production plant at Lytton driving continuous improvement in environmental performance.

Equity, Inclusion, Wellbeing and Human Rights Considerations:

The preferred supplier is passionate about celebrating diversity and inclusion in the workplace and embraces a strong belief in which individuals of varied backgrounds and perspectives are welcomed, encouraged and given the opportunity to contribute to their full potential.

The preferred supplier has received a citation from the Workplace Gender Equality Agency (WGEA) for the 5th consecutive year. This recognises the supplier as a WGEA Employer of choice for gender equality. The preferred supplier has 205 employees who identify as Aboriginal and Torres Strait Islander.

Economic Development and Cultural Considerations

Not required for this contract.

Operational Impacts

This contract will ensure consistent supply of bulk fuel to Council's Operations Centre and Bundoora Park facilities at discounted rates. On-site refuelling services allows Council fleet or plant to refuel anytime and reduces downtime and detours for Council drivers for refuelling which will save staff time and fuel.

Legal and Risk Implications

Legal and probity issues were considered and managed by PA. Any risks were satisfactorily managed.

Environmental and Safety Risk Implications

Compliance with Environment Protection Authority (EPA):

As set out in EPA Guidelines, Council has engaged Leighton O'Brien to provide leak detection reports which includes statistical inventory reconciliation analysis. The reports provided indicate that the underground fuel storage system is not leaking. In the coming year, Council plans to replace underground fuel storage tanks with above ground tanks consistent with EPA expectations.

Fire Safety Risk assessment:

A fire safety risk assessment was carried out in March 2022 which indicates low risk due to fuelling and storage of fuel after considering control measures which are in place.

The preferred supplier is committed to responsible management practices that minimise any adverse health, safety or environmental impacts.

COVID-19 Impacts and Considerations

The impacts of COVID-19 on the delivery of fuel have been carefully considered by Council. Tenderers have provided evidence of a COVID-19 business continuity plan as part of their tender submission.

IMPLEMENTATION ACTIONS

Details

The contract documentation will be executed in the second week of July 2022.

Communication

The following communications will be implemented:

- Provide letter of intent to the successful supplier followed by the contract confirming the requirements.

Timeline

Table 3: Tentative dates

| Milestone / Tasks | Date / Timeframe |
|--|------------------|
| Council resolution to appoint the preferred tenderer | 27 June 2022 |
| Contractor notification to the preferred supplier and PA | 4 July 2022 |
| Contract commencement | 4 July 2022 |
| Contract end date | 31 March 2024 |
| Option to extend | 2 X 1 year |

Attachments

- CT202225 Contract Award Supply & Delivery of Bulk Fuel - to be finalised (**Appendix A**) Confidential - enclosed under separate cover
- Procurement Australia Member Report (**Appendix B**) Confidential - enclosed under separate cover

DISCLOSURE OF INTEREST

Section 130 of the *Local Government Act 2020* requires members of Council staff and persons engaged under contract to provide advice to Council to disclose any conflicts of 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.

9. NOTICES OF MOTION

9.1 DAREBIN COUNCIL CITIZENSHIP CEREMONIES

Councillor: Susanne NEWTON

NoM No.: 10/22

Take notice that at the Council Meeting to be held on 27 June 2022, it is my intention to move:

That Council:

- 1) *Congratulates the incoming Albanese Federal Government on their election, and in particular Prime Minister Albanese's commitment to pledge a referendum to enshrine a voice for First Nations people in the Constitution. In Council's Statement of Commitment to Traditional Owners and Aboriginal and Torres Strait Islander people, Council acknowledges the powerful call contained in the Uluru Statement from the Heart and its aspirations for justice, truth-telling, Makarrata (agreement-making) and a voice.*
- 2) *Notes that Darebin Council's right to conduct citizenship ceremonies was removed in August 2017 following Council's decision not to hold citizenship ceremonies on 26 January and to acknowledge that this day marks the beginning of the British invasion of Aboriginal and Torres Strait Islander lands and oppression of the Aboriginal and Torres Strait Islander people, and is therefore not an appropriate date for an inclusive national celebration.*
- 3) *Notes that the August 2017 resolution included reaffirming a commitment to holding citizenship ceremonies in a positive and timely way on dates as required that will not include 26 January.*
- 4) *Requests the Federal Government through the Minister for Indigenous Australians, and the Minister for Immigration, Citizenship and Multicultural Affairs to work with Darebin (Local Government) to enable Council to fulfil their obligations in conferring citizenship on their residents on days other than the 26 January.*
- 5) *Authorises the Mayor to write to the Minister for Indigenous Australians and Minister for Immigration, Citizenship and Multicultural Affairs, notifying them of Council's decision on this matter and copy in local Federal Parliamentarians.*
- 6) *Seek involvement from Traditional Owners and the Darebin Aboriginal Advisory Committee in the formation and delivery of any future citizenship ceremonies*

Rationale

For almost five years, Darebin Council has been restricted from performing any citizenship ceremonies following Council's decision to not hold citizenship ceremonies on 26 January and acknowledge the day marks the beginning of the British invasion of Aboriginal and Torres Strait Islander lands and oppression of the Aboriginal and Torres Strait Islander people, and is therefore not an appropriate date for an inclusive national celebration.

In August 2017, following Council's decision, then assistant immigration minister, Alex Hawke, stripped Council of the right to hold citizenship ceremonies less than 24 hours after Council voted to move citizenship ceremonies away from 26 January.

With a new federal government elected and a new Prime Minister who made clear his commitment to pledge a referendum to enshrine a voice for First Nations people in the Constitution in his victory speech, this presents an opportunity for Council to have the right to perform citizenship ceremonies returned by requesting this of the new Minister for Indigenous Australians, the Hon Linda Burney MP and Minister for Immigration, Citizenship and Multicultural Affairs, The Hon Andrew Giles MP.

Darebin Council reaffirmed our Statement of Commitment to Traditional Owners and Aboriginal and Torres Strait Islander people in 2019 and in September 2019 held the first Ngulu Nganjin festival, 'Everyone's voice', where new citizens were welcomed to country by Wurundjeri Woi-wurrung elder Uncle Bill Nicholson.

If citizenship ceremonies are returned to Darebin, Council will seek involvement from Traditional Owners and the Darebin Aboriginal Advisory Committee in the formation and delivery of any future citizenship ceremonies to continue our partnership with Traditional Owners of the land and First Nations communities that make Darebin home.

Notice Received: 10 June 2022

Notice Given to Councillors 10 June 2022

Date of Meeting: 27 June 2022

9.2 LIBRARY FINES**Councillor: Susan RENNIE****NoM No.: 11/22**

Take notice that at the Council Meeting to be held on 27 June 2022, it is my intention to move:

That Council

- 1) *Receives a report at the October 2022 Council meeting addressing library overdue fines and the implications of Darebin Council removing these fines from its budget on an ongoing basis, and that the report addresses all relevant matters including but not limited to:*
 - a. *the approach to library fines across the sector.*
 - b. *the equity and accessibility benefits for communities at risk of exclusion of removing library fines on overdue collection items.*
 - c. *the budget implications of removing library fines from February 2023 as part of the 2022-23 mid-year budget review.*
 - d. *the implications of removing library fines in the 2023-24 Council budget.*

Rationale:

The original intent of library fines across the sector was to encourage the timely return of items. It appears that they are not a particularly effective mechanism to achieve this and may result in some borrowers ceasing use of the library if their fines get to an amount that they cannot afford. There are significant access and equity issues that therefore arise. Furthermore, fines appear inconsistent with our aim of increasing library participation

Notice Received: 11 June 2022**Notice Given to Councillors 11 June 2022****Date of Meeting: 27 June 2022**

10. URGENT BUSINESS

11. CONSIDERATION OF REPORTS CONSIDERED CONFIDENTIAL


12. CLOSE OF MEETING

**CITY OF
DAREBIN**

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