



the place
to live

AGENDA OF THE ORDINARY COUNCIL MEETING

To be held on Monday 18 December 2023 at 6.00PM.

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

This meeting is a scheduled hybrid meeting, at which both councillors and members of the public may participate either in person or virtually.

This meeting will 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.

Table of Contents

Item Number	Page Number
1. OPENING OF MEETING AND MEMBERSHIP	1
2. ACKNOWLEDGEMENT OF TRADITIONAL OWNERS.....	1
3. APOLOGIES.....	1
4. DISCLOSURES OF CONFLICTS OF INTEREST	1
5. CONFIRMATION OF THE MINUTES OF COUNCIL MEETINGS	1
6. COUNCIL’S OCCUPATIONAL HEALTH AND SAFETY RESPONSIBILITIES	1
7. QUESTION AND SUBMISSION TIME	2
8. PETITIONS	3
9. CONSIDERATION OF REPORTS	4
9.1 GOVERNANCE REPORT - DECEMBER 2023.....	4
9.2 2024/25 BUDGET PARAMETERS	50
9.3 PROPERTY MATTERS - LEASING OF KINDERGARTENS & CHILDCARE CENTRES.....	55
9.4 DRAFT LEASING & LICENSING POLICY	68
9.5 PROPERTY MATTERS – LEASING OF NEIGHBOURHOOD BATTERIES (ALPHINGTON)	100
9.6 PRESTON CENTRAL STRUCTURE PLAN - AMENDMENT 218DARE.....	109
9.7 DAREBIN'S LGBTIQA+ ACTION PLAN - COMMUNITY ENGAGEMENT	126
9.8 MIGRATION PUBLIC ARTWORK.....	140
9.9 YOUR STREET YOUR SAY GROUP B ROUND 1 CONSULTATION FINDINGS AND DRAFT CONCEPT PLANS FOR COMMUNITY CONSULTATION ROUND 2	159
9.10 SUBMISSION TO STATE GOVERNMENT'S CAR AND BICYCLE PARKING REQUIREMENTS DISCUSSION PAPER	258
10. ITEMS TO BE TABLED.....	323
11. NOTICES OF MOTION	324
11.1 VICTORIAN FOOD SYSTEMS CONSENSUS STATEMENT, TOWARDS A HEALTHY, REGENERATIVE AND EQUITABLE FOOD SYSTEM IN VICTORIA.....	324
11.2 ADDRESSING THE HOUSING CRISIS	327
11.3 86 FESTIVAL.....	329
11.4 ENGAGEMENT OF POST-WAR MIGRANTS BY COUNCIL.....	331
11.5 RESERVOIR BOATHOUSE.....	333
11.6 ECONOMIC FORUM	335

Table of Contents

Item Number	Page Number
11.7 DAREBIN COUNCIL SERVICE DELIVERY	337
11.8 PLACEMAKING	339
11.9 WAIVING LICENCING FEES FOR SPORTING CLUBS	340
11.10NORTHCOTE AQUATIC AND RECREATION CENTRE.....	341
11.11CEASEFIRE IN PALESTINE.....	343
11.12LOCAL NEWSPAPER ARCHIVE	344
11.13JCMP FEMALE FRIENDLY FACILITIES.....	345
12. URGENT BUSINESS.....	346
13. CONSIDERATION OF REPORTS CONSIDERED CONFIDENTIAL	347
14. CLOSE OF MEETING.....	347

Agenda

1. OPENING OF MEETING AND MEMBERSHIP

Cr. Susanne Newton (Mayor) (Chairperson)
Cr. Tim Laurence (Deputy Mayor)
Cr. Emily Dimitriadis
Cr. Gaetano Greco
Cr. Tom Hannan
Cr. Trent McCarthy
Cr. Lina Messina
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 27 November 2023 and the Meeting to elect the Mayor and Deputy Mayor held on 30 November 2023, be confirmed as a correct record of business transacted.

6. COUNCIL'S OCCUPATIONAL HEALTH AND SAFETY RESPONSIBILITIES

7. 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. Members of the public wishing to ask a question must register their question using the Questions and Submission Time Form before 12 noon on the day of the meeting.

Questions that are not lodged by 12 noon on the day of the Council Meeting will not be accepted, and **no questions will be taken from people *in attendance* on the night of the Council Meeting.**

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

Members of the public wishing to make a 2 minute submission on a report listed on the Agenda (unless not permitted pursuant to the Councils Governance Rules) must register online before 12 noon on the day of the Ordinary Council Meeting or Hearing of Submissions Meeting and be in attendance on the day of the Meeting to make their submission.

If the person wishing to make a submission or their representative is not in attendance (including virtual attendance for a scheduled hybrid meeting) when the Agenda item is to be considered, their submission will not be read out.

The person making the submission must clearly state their name and their suburb. The name of the submitter will be recorded in the Minutes, as an official record.

No member of the public can make a submission to a Notice of Motion, Petition (unless originator of petition, Governance Rule 16.3(6)) or item of Urgent Business presented at a Council meeting.

HOW TO SUBMIT YOUR QUESTION OR MAKE A COMMENT OR SUBMISSION

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

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

Council meetings can be viewed at the 'Watch Council and Planning Committee' meetings page via Council's website.

Agenda's will be available for viewing on Council's website at the 'Meeting Agendas and Minutes' page up to 6 days prior to the date of the meeting.

8. PETITIONS

9. CONSIDERATION OF REPORTS

9.1 GOVERNANCE REPORT - DECEMBER 2023

Author: Coordinator Governance Services

Reviewed By: General Manager, Customer and Corporate

EXECUTIVE SUMMARY

- Summary of Advisory Committees, Councillor Briefing and other informal meetings of Councillors (**Appendix A**)
- Reports by Mayor and Councillors
- Proposed renaming of the Darebin Sexuality, Sex & Gender Diversity Advisory Committee to the Darebin LGBTIQA+ Advisory Committee
- Darebin Nature Trust - Appointment of new community members
- Appointment of Councillor Delegates to:
 - State-wide, Metropolitan, Regional and Darebin-based Organisations (**Table A**)
 - Council Advisory Committees and Community Reference Groups (**Table B**)
 - Audit and Risk Committee and CEO Employment Matters Committee (**Table C**)
- General Planning Information (Applications determined by VCAT (**Appendix C**)).
- Responses to public questions taken on notice at the Council Meeting held on 27 November 2023.

Officer Recommendation

That Council:

- (1) Notes the Governance Report – December 2023.
- (2) Notes the Summary of attendance at Councillor Briefings 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) Endorses renaming the Darebin Sexuality, Sex & Gender Diversity Advisory Committee to the Darebin LGBTIQA+ Advisory Committee and the amendment of the Terms of Reference (**Appendix B**) to reflect the change of name.
- (5) Endorses the appointment of nine (9) community members to the Darebin Nature Trust (DNT) as recommended in confidential **Appendix C** in accordance with the DNT Terms of Reference.
- (6) Appoints Councillor representatives to the State-wide, Metropolitan, Regional and Darebin-based Organisations and entities as listed in the report at **Table A** for a period of 12 months, or until such time as Council makes a further resolution on the matter.

- (7) Appoints Councillor representatives to the Council Advisory Committees and Community Reference Groups as listed in the report at **Table B** for a period of 12 months, or until such time as Council makes a further resolution on the matter.
 - (8) Appoints Councillor representatives to the Audit and Risk Committee and CEO Employment Matters Committee as listed in the report at **Table C** below in the Report for a period of 12 months, or until such time as Council makes a further resolution on the matter.
 - (9) Notes the General Planning Information attached as **Appendix E**.
 - (10) Notes the responses to the public questions taken on notice at the Council Meeting on 27 November 2023 (**Attachment F**).
-

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 Reports of Standing Committees i.e. Hearing of Submissions Committee, Summary of Meetings i.e. Briefings, Advisory Committee, responses to Public Questions taken on notice, reports by Mayor and Councillors, Councillor expenses and a range of other governance matters.

In accordance with best practice, good governance principles, transparent and accountable reporting, officers deem it appropriate to consolidate governance/administrative reports into one standing report to provide a single reporting mechanism for a range of statutory compliance, transparency and governance matters. This also ensure compliance with the requirements of the *Local Government Act 2020* ('the Act'), Council's Governance Rules and related regulations.

Previous Council Resolution

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

ALIGNMENT TO 2041 DAREBIN COMMUNITY VISION

Strategic Direction 1: Vibrant, Respectful and Connected

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

DISCUSSION

Matters covered in this report for the month of December 2023 are:

Summary of Advisory Committees, Councillor Briefing and other informal meetings of Councillors

Council's Governance Rules 2020 require any meeting of an Advisory Committee established by Council and attended by at least one Councillor, or a scheduled or planned meeting to discuss the business of Council, including briefing Councillors, and which is attended by at least half of the Councillors and one member of Council staff (excluding Council, Delegated Committee or Community Asset Committee meetings), 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) Time, date and location of the meeting
- b) Councillors in attendance
- c) Topics discussed
- d) Positions of council officers in attendance
- e) The organisation that any attendees external to council are representing; and
- f) Conflicts of interest declared, including the reason.

The Advisory Committees, Councillor Briefings or other Informal Meetings of Councillors are summarised at **Appendix A**.

Reports by Mayor and Councillors

By 4.00pm on the day of each Ordinary Council Meeting, the Mayor and Councillors submit a report detailing their attendance at various functions and activities since the last Council Meeting. These reports will be recorded in the minutes of this meeting.

Renaming SSDG Advisory Committee

It is proposed to change the name of the Darebin Sexuality, Sex and Gender Diverse Advisory Committee to the Darebin LGBTIQ+ Advisory Committee.

This name change is being made to reflect contemporary community terminology which has changed since the Committee was established in 2012, and to more directly and clearly express the people and communities (lesbian, gay, bisexual, transgender, intersex, queer and asexual) which this Committee represents.

The SSGDAC members requested the change and proposed the new name at their recent meeting on 14 November. No additional changes are to be made to the Terms of Reference (**Appendix B**).

Darebin Nature Trust - appointment of new members

In line with the Darebin Nature Trust Terms of Reference (**Appendix D**) an expression of interest process was undertaken in September 2023 seeking to fill nine (9) vacant positions

on the Committee, which plays a key role in supporting and advocating for Darebin's natural environment and biodiversity.

Guided by Darebin's 'Towards Equality Framework 2019-2029', the recruitment process was designed with the aim of delivering meaningful, equitable and inclusive engagement with the DNT, listening to the aspirations and views of Darebin's diverse communities.

Twenty-one (21) high quality applications (confidential **Appendix C**) were received and assessed against key selection criteria through written submissions, interviews, and prior participation if applicable.

The nine top-scoring and therefore nominated candidates have a broad range of expertise including natural resource management, science communication biodiversity conservation legislation, wildlife management, environmental activism, environmental policy and strategy, community engagement, rewilding of urban ecosystems, water monitoring, and ecology.

Key selection criteria included:

- **Relevant experience:** Extent to which the applicant has skills complementary to Council's in-house expertise and would represent the broader demographic diversity within the Darebin community in terms of professional background and experience.
- **Compatibility Darebin's values and culture, emphasis on collaboration and respect:** The candidate demonstrates that they are capable of collaborating with others through respectful relationships, in alignment with Darebin's values.
- **Quality of application:** Level of detail and careful consideration of responses that allow the recruitment panel to make an informed decision.
- **Commitment:** Extent to which the applicant shows a commitment to being an active member of the committee.
- **Diversity and equal opportunity:** Lived experience is an important aspect to consider as part of the assessment process to ensure that the Committee has a diverse membership base and is reflective of the Darebin community. Applications from Darebin's diverse community were encouraged, including:
 - Aboriginal and Torres Strait Islander community members
 - People with a disability
 - LGBTQIA+ community members
 - Culturally and linguistically diverse community members
 - Students or people in their early career (18-25).

Appointment of Councillors to State-wide, Metropolitan, Regional and Darebin-based Organisations, Council Advisory Committees and Community Reference Groups, Standing Committees - Audit and Risk Committee and CEO Employment Matters Committee

Each year Council nominates Councillors to various State-wide, Metropolitan, Regional and Darebin-based Organisations, Council Advisory Committees and Community Reference Groups, and Standing Committees.

It should be noted that these appointments represent only those bodies where Council is required to make a decision annually about its delegate or appointee.

State-wide, Metropolitan, Regional and Darebin-based organisations

Appropriate representation on state-wide, metropolitan, regional and Darebin-based organisations enables Council to further its advocacy and engagement goals, and to gather information about sector opportunities and emerging issues, to inform decision-making.

Cr Messina was originally appointed as the Darebin representative of the Recycling Victoria Local Government Advisory Committee however to date, this Committee has not commenced operation.

Council may wish to consider nominating a Councillor representative in anticipation of the commencement of the Recycling Victoria Committee or wait until the Committee does commence.

At the Council Meeting held on 27 March 2023, Darebin City Council committed to joining the Merri Merri Wayi collaboration in partnership with the City of Merri-bek, Wurundjeri Woiwurrung Cultural Heritage Aboriginal Corporation and CERES along with other community partners. Council has committed \$25,000 through the 2023/24 endorsed budget to the collaboration.

The Merri Merri Wayi is a new committee which aims to connect stakeholders and communities along the Merri Creek to balance social, cultural and environmental priorities better and create regenerated, safe, healthy and thriving places. It aims to improve collaboration between stakeholder groups and ensure there is cohesive action to enable our natural and urban worlds to thrive along the Merri Creek.

CERES is the lead agency and project manager of the governance structure and will chair the meetings. CERES has written to Darebin City Council with a request for a Councillor to be appointed as a member of the Merri Merri Wayi Reference Group. This Reference Group will meet twice a year to provide the Working Group with advice and recommendations about projects and activities within the Merri Creek Corridor.

A summary of the organisations, nominees required and Councillor appointments from 2022/23 is below for reference:

TABLE A

State-wide, metropolitan or regional organisation	Nominees required	Appointments 2022/23	Appointments 2023/24
Municipal Association of Victoria	One Councillor and one proxy	Cr Rennie Cr Laurence (Proxy)	
Friends of Baucau Inc.	One Councillor	Cr Newton	
Climate Emergency Australia	One Councillor	Cr McCarthy	
Metropolitan Transport Forum	One Councillor	Cr Newton	
Global Covenant of Mayors for Climate and Energy	Mayor of the Day	Cr Williams	
Recycling Victoria Local Government	One Councillor	Cr Messina	

State-wide, metropolitan or regional organisation	Nominees required	Appointments 2022/23	Appointments 2023/24
Advisory Committee			
Northern Alliance for Greenhouse Action	One Councillor	Cr McCarthy Cr Hannan (proxy)	
Northern Council Alliance	Mayor of the Day, one proxy and Chief Executive Officer	Cr Williams Cr Newton (proxy) CEO	
Merri Merri Wayi	One Councillor	N/A	
Darebin Ethnic Communities Council	Two Councillors	Cr Newton Cr Greco	
Darebin Creek Management Committee Inc.	One Councillor	Cr Laurence Cr Dimitriadis	
Merri Creek Management Committee Inc.	One Councillor	Cr McCarthy Rep Cr Hannan (Proxy)	

Council Advisory Committees and Community Reference Groups

Council has established a number of Community Advisory Committees and Community Reference Groups to facilitate community participation and input into policy and service development, and to assist with facility, project and event management.

These Committees typically comprise one or more Councillors, Council Officers and a number of community representatives. The community representatives can be local residents or stakeholders appointed in their own right or representatives of service authorities, support agencies or community organisations.

The progress, advice and recommendations of these Committees is reported to Council through formal Officer reports (supplemented from time to time by verbal reports by Councillors).

A summary of the committees and reference groups, nominees required and Councillor appointments from 2022/23 is below for reference:

TABLE B

Community Advisory Committee	Nominees required (Based on adopted Terms of Reference)	Appointments 2022/23	Appointments 2023/24
Active and Healthy Ageing Advisory Committee	One Councillor nominated as Chair of the Committee and one as a proxy	Cr Greco (Chair) Cr Williams (Proxy)	
Art and Heritage Advisory Panel	One Councillor nominated as Chair of the Committee and one as a proxy	Cr Newton	

Community Advisory Committee	Nominees required (Based on adopted Terms of Reference)	Appointments 2022/23	Appointments 2023/24
Climate Emergency Darebin Advisory Committee	One Councillor nominated as Chair, and one Councillor as a proxy	Cr. McCarthy (chair) Cr Rennie (Deputy) Cr Dimitriadis	
Darebin Aboriginal Advisory Committee	One Councillor nominated as Co-Chair of the Committee and one as a proxy	Cr Williams (Co-Chair) Cr McCarthy Cr Greco Cr Rennie Cr Newton Cr Laurence	
Darebin Community Awards Advisory Committee	The current Mayor nominated as the Chair of the Committee and one as a proxy	Cr Williams (Mayor and Chair) Cr Rennie (Proxy)	
Darebin Disability Advisory Committee	One Councillor nominated as Chair of the Committee and one as a proxy	Cr Williams (Chair) Cr Laurence (Proxy)	
Darebin Domestic Animal Management Reference Group	One Councillor nominated as Chair of the Committee and one as a proxy	Cr Williams (Chair) Cr Laurence (Proxy)	
Darebin Education Network	One Councillor nominated as Chair of the Committee and one as a proxy	Cr Rennie (Chair)	
Darebin Interfaith Council	One Councillor nominated Co Chair of the Committee and one as a proxy	Cr Greco (Co Chair) Cr Williams (Proxy)	
Darebin Nature Trust	Three Councillors, one nominated as Co-Chair of the Committee, two as members with one as a proxy	Cr Hannan (Chair) Cr McCarthy Cr Newton	
Gender Equity Advisory Committee (formerly Darebin Women's Advisory Committee)	One Councillor nominated as Chair of the Committee and one as a proxy	Cr Rennie (Chair) Cr Dimitriadis (Proxy)	
Sexuality, Sex and Gender Diversity Advisory Committee*	One Councillor nominated as Chair of the Committee and one as a proxy. Note: One Councillor must be a female	Cr Newton (Chair) Cr Rennie (Proxy)	
Welcoming Cities Community Reference Group	One Councillor nominated as Chair of the Committee and one as a proxy	Cr Greco (Chair) Cr Hannan (Proxy)	
Edwardes Lake Water	One Councillor	Cr Greco (Chair)	

Community Advisory Committee	Nominees required (Based on adopted Terms of Reference)	Appointments 2022/23	Appointments 2023/24
Quality Task Force	nominated as Chair of the Committee and one as a proxy	Cr Newton (Proxy)	
Young Citizens Jury	Councillor(s) appointed by Council annually and a Council Officer nominated by the Chief Executive Officer (both non-voting)	No nominations	

* The name of the Sexuality, Sex and Gender Diversity Advisory Committee will be changed to the LGBTIQ+ Advisory Committee, if endorsed by Council at this meeting.

Standing Committees

These committees make decisions on behalf of Council and provide advice on specific areas of Council business. Standing committees are formal committees that either make decisions on behalf of Council, manage a service or facility on behalf of Council, or advise and recommend to Council on a specific area of Council's functions or responsibilities.

Depending on their role and the need for delegated power, standing committees can either be a Delegated committee or an advisory committee.

The Audit and Risk Committee is designated as Standing Committee.

The CEO Employment Matters Committee is an Advisory Committee appointed for the purpose of assisting Council in fulfilling its responsibilities relating to CEO employment matters.

A summary of the Standing Advisory Committees, nominees required and Councillor appointments from 2022/23 is below:

TABLE C

Standing Advisory Committees	Nominees required (Based on adopted Charter and/or the Local Government Act)	Appointments 2022/23	Appointments 2023/24
Audit and Risk Committee	Two Councillors	Cr Williams Cr Messina	
CEO Employment Matters Committee	Mayor, Deputy Mayor and 3 Councillors	Cr Williams (Mayor) Cr Newton (Deputy Mayor) Cr Messina Cr Dimitriadis Cr Greco	

Planning Applications Determined By VCAT

The General Planning Information attached at **Appendix C** contains:

- A summary of decisions upheld by VCAT by financial year 2023-2024, to date at Table 1; and
- A summary of decisions issued since last reported to Council (financial year 2023-2024) at Table 2.

Responses to Public Questions taken On Notice – Council Meeting 27 November 2023

Questions taken on notice at the Ordinary Council Meeting held on 27 November 2023 and subsequently responded to, are provided in **Appendix F** to this report.

CONSIDERATION OF LOCAL GOVERNMENT ACT (2020) PRINCIPLES

Financial Management

Not applicable

Community Engagement

Not applicable

Other Principles for consideration

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

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

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)

Not applicable

Equity, Inclusion, Wellbeing and Human Rights Considerations:

Not applicable

Economic Development and Cultural Considerations

Not applicable

Operational Impacts

Not applicable

Legal and Risk Implications

Not applicable

IMPLEMENTATION ACTIONS






Upon appointment of Councillor representatives to the various Organisations/Committees the information will be updated on the Council's Website and applicable organisations and committees will be advised.

RELATED DOCUMENTS

Local Government Act 2020

Governance Rules

Attachments

- Summary of Advisory Committees, Councillor Briefing and other informal meetings of Councillors (**Appendix A**) [↓](#) 
- Darebin LGBTIQ+ Advisory Committee - Terms of Reference (**Appendix B**) [↓](#) 
- Darebin Nature Trust Advisory Committee - Recruitment Summary of Candidates (**Appendix C**) Confidential - enclosed under separate cover
- Darebin Nature Trust - Terms of Reference (**Appendix D**) [↓](#) 
- General Planning Information (Applications determined by VCAT) (**Appendix E**) [↓](#) 
- Responses to public questions taken on notice at the Council Meeting held on 27 November 2023 (**Appendix F**) [↓](#) 

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 COUNCILLOR ATTENDANCE AT ADVISORY COMMITTEES, COUNCILLOR BRIEFINGS AND OTHER INFORMAL MEETINGS OF COUNCILLORS

MEETING DETAILS:	Title:	Climate Emergency Darebin Advisory Committee
	Date:	8 Nov 2023
	Location:	Gleeson Environment Centre, Darebin Parklands
PRESENT:	Councillors:	Cr. McCarthy, Cr. Rennie
	Council Staff:	Allan Middlemast, Acting Manager, Climate Emergency and Sustainable Transport Natalie Jamieson, Environment Officer Lorna Pettifer, Coordinator Climate Emergency Strategy
	External Attendees:	Community Members x4
APOLOGIES:		Cr Dimitriadis

The Meeting commenced at 6.35pm

MATTERS CONSIDERED		DISCLOSURES AND COMMENTS
1	Climate Emergency Plan – Update and Priorities	No disclosures were made.
2	Stage 2 Community consultation	No disclosures were made
3	Stay safe, keep cool this summer	No disclosures were made

SUMMARY OF MEETINGS – PUBLIC RECORD (CONTINUED)

MATTERS CONSIDERED		DISCLOSURES AND COMMENTS
4	Solar Saver Review	No disclosures were made.
	Electrify Darebin	No disclosures were made
	HighLife Expo	No disclosures were made
	EV chargers	No disclosures were made
	Urban Forest	No disclosures were made

The Meeting concluded at 8.30pm

RECORD COMPLETED BY:	Officer Name:	Natalie Jamieson
	Officer Title:	Environment Officer



SUMMARY OF COUNCILLOR ATTENDANCE AT ADVISORY COMMITTEES, COUNCILLOR BRIEFINGS AND OTHER INFORMAL MEETINGS OF COUNCILLORS

MEETING DETAILS:	Title:	Councillor Briefing Session
	Date:	13 November 2023
	Location:	Council Chamber (Hybrid Meeting) Virtual Meeting
PRESENT:	Councillors:	In person: Cr. Williams (Mayor) (Chairperson), Cr. Greco (until 9.28pm), Cr. Rennie (until 9.50pm), Cr. Hannan, Cr Laurence (from 5.50pm), Cr McCarthy (online from 5.25pm and in person from 5.50pm) Online: Cr. Newton (Deputy Mayor), Cr Dimitriadis (until 9.03pm then rejoined online at 9.31pm), Cr. Messina (attended Part One of the Briefing only).
	Council Staff:	Peter Smith, CEO Tarnya McKenzie, General Manager Customer & Corporate (Part One only) Kylie Bennetts, General Manager Community (item 4.2, 4.3, 4.9) Rachel Ollivier, General Manager Operations and Capital (item 4.5, 4.9) Vanessa Petrie, General Manager City Sustainability and Strategy (item 4.1, 4.4, 4.6, 4.7, 4.8) Neil Cooney, Acting Manager City Development (item 4.1, 4.7, 4.8) Matthew Cullen, Acting Assistant Manager, City Development (Item 4.1) Robert Wyatt-Murray, Senior Planner (Item 4.1) Wendy Dinning, A/Manager Equity & Wellbeing (item 4.2, 4.3) Josh Williams, Community Safety Officer (Item 4.2) Melanie McCarten, Manager Recreation & Libraries (Item 4.2) Kathie Duncan, Coordinator, Community Development and Wellbeing (Item 4.3) Emma Pase, Coordinator, Community Hubs (Item 4.3) Chad Griffiths, Manager City Futures (item 4.4) Lee McKenzie, Manager Parks & Open Space (item 4.5) Jo Smale, Manager Families, Youth & Children (Item 4.9) (joined at 9.28pm)
	External Attendees:	External guests attending from Department of Transport to present at 5pm

		Emily Mottram, Dept Transport and Planning Casey Sutherland, Dept Transport and Planning Justin O'Meara, Executive Director, Victorian Planning Authority
APOLOGIES:		

Part One of the Briefing commenced at 4.06pm
Part Two of the Briefing commenced at 8.23pm

MATTERS CONSIDERED		DISCLOSURES AND COMMENTS
1	Pre-Planning Committee Agenda Briefing & Question time	
2	Scoping Lighting Projects at BT Connor Carpark, Street and Merri Creek - Stage 1 PACE presentation	
3	Draft Civic Flag Policy and Draft Community Flag Policy and Schedule	
4	Part One: Preston Central Activity Centre with Department of Transport	

SUMMARY OF MEETINGS – PUBLIC RECORD (CONTINUED)

MATTERS CONSIDERED		DISCLOSURES AND COMMENTS
5	Northcote Golf Course Concept Plan	Cr Laurence declared an interest. Residential amenity of a family member near the site. Cr Laurence left the meeting at 8.29pm and returned at 8.59pm.
6	Part Two: Preston Central Activity Centre (Councillor & officer only time for debriefing after Department of Transport presentation)	
7	La Trobe University - Kingsbury Drive, Bundoora - Solar Farm Site	
8	Ministerial Intervention- 30 St. Georges Rd, 32&36 Oakover Rd and 47-49 Showers Street, Preston	Information only paper, no presentation.
9	Child Care Leases and Leasing and Licensing Policy (Discussion only)	Cr Greco declared a conflict and left the meeting at 9.28pm. Cr Rennie left at 9.50 after declaring a conflict with respect to lease and licensing

	MATTERS CONSIDERED	DISCLOSURES AND COMMENTS
		due to her role at Jika Jika.

Part One of the Briefing concluded at 5.57pm
 Part Two of the Briefing concluded at 10.02pm

RECORD COMPLETED BY:	Officer Name: Officer Title:	Enna Giampiccolo Manager, Governance and Communications
-----------------------------	---	--



SUMMARY OF COUNCILLOR ATTENDANCE AT ADVISORY COMMITTEES, COUNCILLOR BRIEFINGS AND OTHER INFORMAL MEETINGS OF COUNCILLORS

MEETING DETAILS:	Title:	Darebin Education Network
	Date:	November 15, 2023
	Location:	Dhumbali Room, First Floor, 350 High Street, Preston Dhumbali Room
PRESENT:	Councillors:	Cr. Susan Rennie
	Council Staff:	Record all Council officers (names & titles) in the following format: Jackie Mansourian, Community Development Officer, Equity and Wellbeing Dave Godden, Planning and Project Officer, Families Youth and Children (until 5.15pm) Jessica Vangelista, Business Systems and Support Leader, Families, Youth and Children (until 5.20 pm)
	External Attendees:	Three representatives from Department of Education and Training, North-Eastern Melbourne Area (NEMA), North-Western Victoria Region Eight Principals/Representatives of Darebin primary and secondary schools
APOLOGIES:		

The Meeting commenced at 4.05 pm

MATTERS CONSIDERED		DISCLOSURES AND COMMENTS
1	Minutes of Previous Meeting, May 31, 2023	No disclosures were made.
2	First year of implementation of Mental Health Fund – what have we learnt? Department of Education and Training Presentation and discussion - Overview of what all schools in the area are spending/doing with their Mental Health Funds.	No disclosures were made.

MATTERS CONSIDERED		DISCLOSURES AND COMMENTS
3	Families, Youth and Children Strategy- Darebin City Council Presentation and discussion	No disclosures were made.
4	Whole- of- school community learning for Digital Safety – Reservoir Views Primary Presentation and discussion Whole- of- school community learning for Digital Safety – Reservoir Views Primary	No disclosures were made.
5	Information and resources for families who are experiencing food insecurity, including over holiday period – Darebin City Council	No disclosures were made.
6	Embed and sustain learning and teaching Aboriginal History and Culture and truth-telling within Darebin schools? - Darebin City Council Feedback from students and teachers – Darebin Schools’ NAIDOC Yarning Conference 2023 Embed and sustain learning and teaching Aboriginal History and Culture and truth-telling within Darebin school	No disclosures were made.

The Meeting concluded at 6.05pm

RECORD COMPLETED BY:	Officer Name: Jackie Mansourian Officer Title: Community Development Officer
-----------------------------	---



SUMMARY OF COUNCILLOR ATTENDANCE AT ADVISORY COMMITTEES, COUNCILLOR BRIEFINGS AND OTHER INFORMAL MEETINGS OF COUNCILLORS

MEETING DETAILS:	Title:	Councillor Briefing Session
	Date:	20 November 2023
	Location:	Council Chamber (Hybrid Meeting) Virtual Meeting
PRESENT:	Councillors:	<p>In person: Cr. Williams (Mayor) (Chairperson), Cr Newton (Deputy Mayor) Cr. Greco, Cr Rennie, Cr Laurence joined the meeting at 4.57pm. Cr McCarthy (in person from 6.19pm)</p> <p>Online: Cr Dimitriadis (left the meeting at 4.34pm and returned at 5pm) (left the meeting at 7.33pm and returned 8.01pm), Cr. Messina (left the meeting at 9.09pm) Cr Hannan (left the meeting at 5.58pm). Cr McCarthy (from 4.44pm, to 6.19pm)</p>
	Council Staff:	<p>Peter Smith, CEO Kylie Bennetts, General Manager Community (item 4.1, 4.2, 4.3) Rachel Ollivier, General Manager Operations and Capital (item 4.9) Vanessa Petrie, General Manager City Sustainability and Strategy (item 4.4) Amanda Kerley, Coordinator Customer Service and Engagement (Libraries) (Item 4.1) Valli Morphett, Manager Creative Culture & Economic Development (Item 4.2) Matthew Pope, Coordinator Arts Precincts (Item 4.2) Leah Crossman, Coordinator, Arts & Collections (Item 4.2) Michael Pogemiller, Senior Coordinator, Recreation and Leisure (Item 4.3) Hamish Jacobsen, Principal Strategic Planner (Item 4.4) Lakshmanan Madhu, Senior Strategic Planner (Item 4.4) Joel Schmetzer, Senior Strategic Planner (Item 4.4) Lisa Wheelhouse, Acting Manager Customer and Transformation (Item 4.5, 4.6, 4.7, 4.8)</p>

		<p>Julie Wyndham, Coordinator, Corporate Strategy (Item 4.5)</p> <p>Michael O’Riordan, Acting CFO (Item 4.5)</p> <p>Daryl Whitford Senior Advisor (Item 4.6,4.7,4.8)</p> <p>Lalitha Koya, Chief Information Officer (Item 4.7, 4.8)</p> <p>Chris Ryan Manager Property Services (Item 4.9)</p>
	External Attendees:	<p>Item 4.3 – external guests from Clublinks:</p> <p>Anthony Lawrence Chief Executive Officer</p> <p>Tom Zappulla State Manager – VIC</p> <p>Sarah Ripley National Marketing & CX Manager</p> <p>Troy Walker Group Manager - Darebin Venues</p> <p>Tarnya McKenzie, Chief Customer Officer, City of Port Phillip (Item 4.7)</p> <p>Melanie Darmanin, City of Port Phillip (Item 4.7)</p>
APOLOGIES:		Nil

Briefing commenced at 4.06pm

MATTERS CONSIDERED		DISCLOSURES AND COMMENTS
1	2023 Naming Project - NARC, Libraries and John Hall Pavilion - Community Engagement	Nil
2	Migration Public Artwork	Nil.
3	22-23 Annual Outcomes Report – Leisure Contracts	Nil
4	Draft Preston Central Structure Plan	Nil
5	2023-24 Q1 Performance Report (Financial and Non-Financial) ending 30 September 2023	Nil
6	2024/25 Integrated Planning & Budgeting – Councillor Workshop #1	
7	Darebin / City of Port Philip current and future state services comparison	
8	ICT & Digital Strategy with the focus of ERP Discussion -Refresher session and targeted discussion on ERP	

MATTERS CONSIDERED		DISCLOSURES AND COMMENTS
9	Clements Reserve	

Briefing concluded at 9.10pm

RECORD COMPLETED BY:	Officer Name:	Enna Giampiccolo
	Officer Title:	Manager, Governance and Communications



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 21 st November 2023
	Location:	Reservoir Scout Hall (73-77 Leamington St, Reservoir, 3073)
PRESENT:	Councillors:	Cr Grecco
	Council Staff:	Millie Wells, David Melli, Hannah Lopez, Alisa Rudd, Marina Murua
	Other:	A representative from each of the agencies were present: <ul style="list-style-type: none"> • Yarra Valley Water • Friends of Edwardes Lake • Friends of Edgars Creek • Merri Creek Management Committee • Environmental Protection Authority • Merri-bek City Council
APOLOGIES:		<ul style="list-style-type: none"> • Cr Newton • Melbourne Water • Friends of Merri Creek • Reservoir Frogs Waterwatch • Wurundjeri Woi-Wurrung Cultural Heritage Aboriginal Corporation

The Meeting commenced at 4 pm

MATTERS CONSIDERED		DISCLOSURES AND COMMENTS
1	Welcome and acknowledgment of Country	No disclosures were made
2	Introductions and Speed Updates - Round table discussion of activities being undertaken within the catchment	No disclosures were made.
3	Confirmation of previous minutes	No disclosures were made.
4	Improvements works along Edgars Creek / Gross	No disclosures were made.

SUMMARY OF MEETINGS – PUBLIC RECORD (CONT)

MATTERS CONSIDERED		DISCLOSURES AND COMMENTS
	Pollutant Trap	
5	Algae Bloom Preparedness and Response Plan	No disclosures were made.
6	Annual Report	No disclosures were made.
7	General Business	No disclosures were made.

The Meeting concluded at 6 pm

RECORD COMPLETED BY:	Officer Name:	Marina Murua
	Officer Title:	Principal Environment and Conservation Officer



SUMMARY OF ADVISORY COMMITTEES, COUNCILLOR BRIEFINGS AND OTHER INFORMAL MEETINGS OF COUNCILLORS

MEETING DETAILS:	Title:	Darebin Art & Heritage Advisory Panel
	Date:	Tuesday 28 November 2023
	Location:	Bundoora Homestead Art Centre, 7 Prospect Hill Drive Bundoora
PRESENT:	Councillors:	Cr. Susanne Newton
	Council Staff:	Leah Crossman, Art & Collections Coordinator Matt Pope, Acting Manager, Creative Culture & Events Valli Morphett, Manager, Creative Culture & Economic Development Sarah Werkmeister, Curator, Bundoora Homestead
	Other:	<u>Advisory Committee members:</u> Sue Thornton Kate Bonser Amelia Marra Jacina Leong Asha Bee Abraham Madeleine McClelland Gareth Syvret Giovanna D'Abaco
APOLOGIES:		Ramona Barry Uncle Alan Brown Victoria Jones Bala Starr Zoe Bastin Kat Campbell Diego Ramirez

The Meeting commenced at 6pm

MATTERS CONSIDERED		DISCLOSURES AND COMMENTS
1	WELCOME & INTRODUCTIONS	No disclosures were made.
2	DAREBIN ART COLLECTION ACQUISITIONS	No disclosures were made.
3	BUNDOORA HOMESTEAD EXHIBITION PROGRAM 2024	No disclosures were made.

MATTERS CONSIDERED		DISCLOSURES AND COMMENTS
4	EXPANDING BUNDOORA HOMESTEAD'S PUBLIC PROGRAMS	No disclosures were made.

The Meeting concluded at 7.35pm

RECORD COMPLETED BY:	Officer Name: Officer Title:	Leah Crossman Art & Collections Coordinator
---------------------------------	---	--



SUMMARY OF COUNCILLOR ATTENDANCE AT ADVISORY COMMITTEES, COUNCILLOR BRIEFINGS AND OTHER INFORMAL MEETINGS OF COUNCILLORS

MEETING DETAILS:	Title:	Councillor Briefing Session
	Date:	4 December 2023
	Location:	Council Chamber (Hybrid Meeting) Virtual Meeting
PRESENT:	Councillors:	In person: Cr. Newton (Mayor) (Chairperson), Cr. Rennie, Cr McCarthy, Cr Laurence (in person from 5.53pm) Online: Cr Greco, Cr Hannan, Cr Messina, Cr Williams, Cr Dimitriadis (from 4.20pm) Cr Laurence (from 5.34pm)
	Council Staff:	Peter Smith, CEO Caroline Buisson, General Manager Customer and Corporate (item 4.1, 4.2) Kylie Bennetts, General Manager Community (item 4.3, 4.4) Rachel Ollivier, General Manager Operations and Capital (item 4.5) Vanessa Petrie, General Manager City Sustainability and Strategy (item 4.5) Enna Giampiccolo, Manager, Governance and Communications Wendy Dinning, A/Manager Equity & Wellbeing (item 4.3) Lalitha Koya, Chief Information Officer (item 4.1) Jeanne-Marie Poustie, Manager Supported and Connected Living (item 4.4) Anya Hauenschild, Coordinator Ageing Well (item 4.4) Nathan Korotkov, Senior Team Leader Service Projects (item 4.4) Daryl Whitfort, Senior Adviser (item 4.2) Lisa Wheelhouse, Manager Customer Transformation (Item 4.2) Chris Ryan, Manager Property & Asset Strategy (item 4.7) Allan Middlemast, Acting Manager Climate (item 4.5 and 4.6) Emergency & Sustainable Transport Vasili Nicolaidis, Acting Coordinator, Sustainable Transport (item 4.5) Michele Burton, Coordinator Climate Emergency and Environment Programs (item 4.6)
	External	Jocelyn Fuller (Item 4.4)

	Attendees:	
APOLOGIES:		

Briefing commenced at 4.03 pm

MATTERS CONSIDERED		DISCLOSURES AND COMMENTS
4.1	ICT & Digital Strategy - ERP Discussion follow up	
4.2	2024/25 Integrated Planning & Budgeting – Budget Parameters	
4.3	LGBTIQA+ Action Plan Community Engagement and PACE Framework - Stage One	
4.4	Aged Care: Quarterly Service Delivery Performance and update on Aged Care Reforms	
4.5	Your Street Your Say Group B Round 1 consultation findings and draft concept plans for community consultation Round 2	Cr Rennie noted that one of the interventions is within 100 metres of her property (near corner of Yarra and Newcastle Street). Cr will excuse herself if the specifics of the project are discussed. Cr Hannan noted there are interventions within 500 metres of his home.
4.6	Draft Climate Emergency Plan and Community Engagement Stage 2	
4.7	Leasing & Licensing Policy - Draft	Cr Rennie left the briefing due to a conflict with her work at Jika Jika
5.1	Preparedness for Summer	
5.2	Property Matters – Leasing of Neighbourhood batteries (Alphington)	

Briefing concluded at 7.41 pm

RECORD COMPLETED BY:	Officer Name:	Enna Giampiccolo
	Officer Title:	Manager, Governance and Communications

TERMS OF REFERENCE

Darebin LGBTIQ+ Advisory Committee



<p>1. Application of these Terms of Reference</p>	<p>These Model Terms of Reference apply to all Community Advisory Committees, Community Reference Groups and similar groups formally constituted by resolution of Darebin City Council.</p> <p>For the purpose of this Model Terms of Reference, all such groups and committees are referred to as “the Committee”.</p>
<p>2. Purpose and Scope</p>	<p>The <i>purpose</i> of this Committee is to provide advice and recommendations (were appropriate) to Council in relation to the matters specified in Appendix A.</p> <p>In conducting its activities associated with its purpose and scope the Committee will;</p> <ul style="list-style-type: none"> • Conduct itself according to, and within, the Terms of Reference and any relevant Council resolution; • Inform itself of issues, opportunities, constraints and urgent actions relating to maintenance and promotion of the Committee; • Provide honest, considered, constructive and impartial advice to Council that will improve Council decision making; • Provide advice on strategic and other planning work to help set short and longer-term direction and action; • Foster a Committee culture that seeks to understand and explore diverse views of Committee members so that advice to Council reflects such diversity of views, and; • Report to Council periodically on its work, in order to ensure accountability for its conduct. <p>In providing advice, all members will be given every opportunity, encouragement and support to put their views before the Committee and that this will be considered in Darebin’s policy, program and project development.</p> <p>The <i>scope</i> of this Committee is to act in an advisory capacity to the Council only and has no delegated authority to make decisions.</p> <p>The Committee does not have an operational role and neither it, nor its members, may direct Council staff in the performance of their duties.</p> <p>The Committee shall have regard to and act in accordance with Council’s strategic objectives and priorities. Specifically, the Committee will have regard to the strategies, plans, frameworks, policies and plans referenced in Appendix A.</p>

<p>3. Committee Specific Protocols and Operating Practices</p>	<p>It is acknowledged that these model Terms of Reference may not in all instances provide the required or adequate clarity regarding a Committees functioning. To this extent, Committees may develop specific protocols and operating practices to supplement these ToR.</p> <p>These protocols and operating practices may deal with any matters that the Committee determines are relevant to the efficient and effective functioning of the Committee and may include matters such as consideration of the social and cultural diversity of the Darebin community, inclusiveness of multicultural, educational, religious, disability, youth, aged, sexual and gender communities, Aboriginal and Torres Strait Islander peoples, membership numbers, support for members to facilitate participation and consideration of sitting fees.</p> <p>Any such protocols and operating practices must not conflict with these ToR and must be endorsed by the Committee, the relevant General Manager and be attached to these ToR when formally adopted by Council. Should agreement not be reached by the Committee and the relevant General Manager, this will be escalated to the Chief Executive Officer.</p>
<p>4. Composition, Recruitment, Appointment and Tenure</p>	<p>This Committee comprises Councillor(s) appointed by Council annually and a Council Officer nominated by the Chief Executive Officer (both non-voting) and any other persons, and representatives of organisations as determined by resolution of Council and as specified in Appendix A.</p> <p>All Advisory Committees will sunset on 30 June following each General Council election, unless they have been re-established in the new Council term or the work of an Advisory Committee has been completed prior to this date.</p> <p>All appointments will be for an initial period of 2 years with the option for a further maximum period through to the 30 June in the year following each General Election upon. Current Committee members who wish to continue beyond their initial 2-year appointment must notify the Council Officer responsible for the administration of the committee in writing of their intention to do so.</p> <p>If the Council Officer (in consultation with existing Committee members) believes that staggered appointment terms are appropriate for the Committee, these may be instituted within the parameters of the 2 years period.</p> <p>All vacancies shall be publicly advertised by Council prior to appointment.</p> <p>Prospective candidates shall submit an Expression of Interest in a form and manner prescribed by Council to enable Council to consider their appointment to the Committee. The criteria for the appointment of members will be developed by the Council Officer based on the required skills and knowledge and the existing Council policy and practices that promote diversity and inclusion. The Council Officer will consult with the Committee regarding any skill or experience deficiency or gap in the existing Committee that may need to be specifically considered during a recruitment and appointment process.</p> <p>Where vacancies occur ‘mid-term’, replacement Committee members may be appointed by Council’s Chief Executive Officer, subject to an Expression of Interest process as above.</p> <p>Committee members appointed as a result of a ‘mid-term’ vacancy will serve the balance of the former Committee member’s term.</p>

	<p>A position becomes vacant if a Committee member fails to attend 3 consecutive meetings without reasonable grounds, on a case by case basis.</p> <p>A member may not complete more than 2 successive Council terms ie 8 years unless exceptional circumstances supporting the continuation of the members participation are demonstrated.</p> <p>Where a member is appointed to the Committee as a representative of a particular organisation a proxy may attend meeting on their behalf if the nominated person cannot attend.</p> <p>Council will appoint one proxy Councillor to each Committee annually. Councillors appointed as a proxy through the annual appointment process may attend Committee meetings.</p> <p>Notwithstanding any of the above, Council may at any time by resolution set a date or a milestone that when reached or completed causes the cessation of the Committee and the expiry of Committee members' terms.</p>
<p>5. Responsibilities, Duties and Conduct of Members</p>	<p>In performing the purpose of the Committee, members must act honestly, treat others with respect, exercise reasonable care and diligence, and not make improper use of their position or make improper use of information acquired because of their position.</p> <p>The expectation of members' behaviour is that they will behave with respect and openness by listening to one another and by allowing all members to have a voice. Respectful behaviour is inclusive of all Committee meetings, emails, correspondence, telephone calls and on-line meetings.</p> <p>Members must work co-operatively with other members, respect the authority of the Chair and meeting procedures and must not seek to dominate the meeting or insist or imply that their own views and ideas carry more weight than those of others.</p> <p>Members must respect the confidential and sensitivity of information as appropriate.</p> <p>Committee members will be required to participate in an induction workshop arranged by Council and may be required to participate in specified training relevant to the work of the Committee from time to time.</p> <p>Upon appointment, Chairs including Co-Chairs must undertake or demonstrate relevant recent training and proficiency in running effective meetings.</p> <p>Committee members must not speak for Council and are not authorised to speak to the media in respect of the Committee's activities and deliberations.</p> <p>Committee Members are required to abide by Council's Employee Code of Conduct to the extent applicable to volunteers and the Council's Volunteer Policy. Failure to abide by the conduct principles, (and relevant Council policies, including Council's Occupational Health and Safety Guidelines) will result in the member being deemed to be in breach of their obligations and may result in their removal from the Committee by a Council resolution, or in urgent circumstances by Council's Chief Executive Officer if the Chief Executive Officer considers that such action is necessary.</p>

6. Meetings

Attendance at Committee meetings is expected in normal circumstances and is critical to fulfilment of appointment as a member.

The Chairperson shall be appointed as specified in **Appendix A**.

Meetings will be held quarterly unless determined by the Committee Chair and Council Officer in order to allow for the timely consideration and provision of advice to Council on particular, time-sensitive matters from time to time. Committees may, with the approval of the relevant General Manager, meet more frequently on a limited and specific basis (if required).

Working Groups may be established as required for a specific purpose and on a limited timeframe to enable a focus on a specific task or project. These are subject to the approval by the relevant General Manager after consideration of their specific need, the availability of resources to support their operation and their agreed timeframes and tenure.

If the Chairperson is not present at a meeting, the Committee members will determine to appoint a Chairperson for the purposes of conducting the meeting.

The appointed Council officer will take responsibility for providing executive support to the Committee including provision of meeting agendas and minutes.

Committee agendas will be forward to Committee members by email no later than five working days before a scheduled meeting.

Minutes will be provided to Committee members and all Councillors no later than 10 working days of the meeting and will include a summary of discussions, details of any conflicts of interest disclosed and any decisions made. The Chair, including Co-Chairs, shall ratify the minutes of the meeting prior to their distribution. Formal endorsement of the minutes will occur at the subsequent Committee meeting.

Committee agenda items will be identified by Council Officers in consultation with the Chairperson. Members are able to request items to be listed subject to them being raised with the Council Officer and with the Chairpersons consent

Notice of any additional Committee meetings will be provided 2 weeks in advance.

Committee meetings may be held virtually

Committee meetings are closed to the public.

Special guests / subject matter experts may be invited to the meeting at the combined discretion of the Chair, including Co-Chairs and Council officer.

A quorum will be half of the voting Committee members plus one. In the absence of a quorum, a Chairperson may conduct the meeting for discussion purposes. Committees have no delegated authority to make decisions on behalf of Council, therefore any vote is on a position or recommendation to be made to Council if appropriate.

Whilst voting on matters is expected to be uncommon a member must be in attendance (either virtually or in person) to vote.

Any Conflicts of Interest must be declared and recorded at the commencement of the meeting. A member who has a conflict of interest must leave the meeting when the item is discussed.

<p>7. Transparency</p>	<p>In order to maintain transparency of Committee operations and in alignment with Council's Governance Rules the following information is to be published on Council's website in respect of each Committee:-</p> <ul style="list-style-type: none"> a) The Terms of Reference. b) The names of all members (where appropriate) c) Minutes of Advisory Committees meetings d) Reports of Committee activities (as reported biannually to Council) as prepared by Council Officers
<p>8. Opportunities for Cross Collaboration and Induction of Committee members</p>	<p>Council may, from time to time, facilitate meetings, forums, workshops and the like to enable the members of the various Committees to come together for knowledge sharing, professional development and the collaborative provision of advice as appropriate.</p> <p>Committees and new Committee members will be provided with an appropriate induction at the commencement of their term that includes an overview of the Council's structure and functions, the relationship of the Committee with Councillors and the community and any other matters to ensure they are well supported.</p>
<p>9. Reporting, Monitoring and Evaluation</p>	<p>The specific advice of a Committee in relation to a particular matter will be communicated to Council by the relevant Council officer in an appropriate format if and when required. The progress and activities of a Committee will be reported annually through a combined Council meeting report on the progress and activities of all Committees to be prepared by Council Officers. The operation of the Committee will be evaluated annually via a number of methods including self-evaluation of the Committee (arranged by the Council Officer) to ensure that the Committee is achieving its objectives. Results of the evaluation will be reported in the annual progress report.</p>

APPENDIX A

Name of Committee	Darebin LGBTIQA+ Advisory Committee
ToR Clause 2	<p>The <i>purpose</i> of this Committee is to provide advice and recommendations (where appropriate) to Council in relation to:</p> <ul style="list-style-type: none"> • Issues and barriers to equality affecting people in the City of Darebin who identify as lesbian, gay, bisexual, transgender, gender diverse, intersex and/or queer (LGBTIQ) and their families. • Promoting and advocating for equality and social inclusion of LGBTIQ communities within the wider context of the Darebin community. • Raising awareness and promote understanding of diverse sexualities, genders and sex characteristics as facets of diversity in the broader Darebin community. <p>The Committee shall have regard to and act in accordance with Council’s strategic objectives and priorities. Specifically, the Committee will have regard to the following strategies, plans, frameworks, policies and plans:</p> <ul style="list-style-type: none"> • Community Vision • Council Plan 2021-2025 • Towards Equality: Equity, Inclusion and Human Rights Framework 2019-2029 • Statement of Commitment to Traditional Owners and Aboriginal and Torres Strait Islander People <p>Specific Council strategies, frameworks, plans and policies relevant to this Committee:</p> <ul style="list-style-type: none"> • Darebin Aboriginal and Torres Strait Islander Action Plan 2017-2021 • Aboriginal and Torres Strait Islander Employment Strategy and Action Plan 2017-2027 • Gender Equity and Preventing Violence Against Women Action Plan 2019-2023 • Darebin Sexuality, Sex and Gender Diversity Action Plan 2022-onwards (yet to be developed)
ToR Clause 3	<p>Committee Specific Protocols and Operating Practices</p> <p>The guiding principles of the Committee are grounded in a social inclusion and human rights-based framework, affirming:</p> <ul style="list-style-type: none"> • That all residents who, live, work or study in Darebin have the right to equal access to services, projects and programs initiated by Darebin City Council and to participate in all aspects of civic life, regardless of sexuality, gender identity and intersex status. • The rights of all members of LGBTIQ communities in Darebin to live their lives without fear of discrimination, harassment or vilification and to feel included, respected, safe and well. • The need for continued awareness-raising, advocacy and community-based action to address barriers to equality facing members of LGBTIQ communities and their families.
ToR Clause 4	Maximum number of community committee members: 12 (excluding Council Officers).

	<p>Membership will comprise of:</p> <ul style="list-style-type: none">• A minimum of two representatives from community-based organisations that support LGBTIQ communities on a range of issues• A maximum of ten community members representing the diversity within LGBTIQ communities and the Darebin community.
ToR Clause 6	<p>The Committee Chairperson shall be a Councillor with support from a Council Officer.</p>

TERMS OF REFERENCE

Darebin Nature Trust



<p>1. Application of these Terms of Reference</p>	<p>These Model Terms of Reference apply to all Community Advisory Committees, Community Reference Groups and similar groups formally constituted by resolution of Darebin City Council.</p> <p>For the purpose of this Model Terms of Reference, all such groups and committees are referred to as “the Committee”.</p>
<p>2. Purpose and Scope</p>	<p>The <i>purpose</i> of this Committee is to provide advice and recommendations (were appropriate) to Council in relation to the matters specified in Appendix A.</p> <p>In conducting its activities associated with its purpose and scope the Committee will;</p> <ul style="list-style-type: none"> • Conduct itself according to, and within, the Terms of Reference and any relevant Council resolution; • Inform itself of issues, opportunities, constraints and urgent actions relating to maintenance and promotion of the Committee; • Provide honest, considered, constructive and impartial advice to Council that will improve Council decision making; • Provide advice on strategic and other planning work to help set short and longer-term direction and action; • Foster a Committee culture that seeks to understand and explore diverse views of Committee members so that advice to Council reflects such diversity of views, and; • Report to Council periodically on its work, in order to ensure accountability for its conduct. <p>In providing advice, all members will be given every opportunity, encouragement and support to put their views before the Committee and that this will be considered in Darebin’s policy, program and project development.</p> <p>The <i>scope</i> of this Committee is to act in an advisory capacity to the Council only and has no delegated authority to make decisions.</p> <p>The Committee does not have an operational role and neither it, nor its members, may direct Council staff in the performance of their duties.</p> <p>The Committee shall have regard to and act in accordance with Council’s strategic objectives and priorities. Specifically, the Committee will have regard to the strategies, plans, frameworks, policies and plans referenced in Appendix A.</p>

<p>3. Committee Specific Protocols and Operating Practices</p>	<p>It is acknowledged that these model Terms of Reference may not in all instances provide the required or adequate clarity regarding a Committees functioning. To this extent, Committees may develop specific protocols and operating practices to supplement these ToR.</p> <p>These protocols and operating practices may deal with any matters that the Committee determines are relevant to the efficient and effective functioning of the Committee and may include matters such as consideration of the social and cultural diversity of the Darebin community, inclusiveness of multicultural, educational, religious, disability, youth, aged, sexual and gender communities, Aboriginal and Torres Strait Islander peoples, membership numbers, support for members to facilitate participation and consideration of sitting fees.</p> <p>Any such protocols and operating practices must not conflict with these ToR and must be endorsed by the Committee, the relevant General Manager and be attached to these ToR when formally adopted by Council. Should agreement not be reached by the Committee and the relevant General Manager, this will be escalated to the Chief Executive Officer.</p>
<p>4. Composition, Recruitment, Appointment and Tenure</p>	<p>This Committee comprises Councillor(s) appointed by Council annually and a Council Officer nominated by the Chief Executive Officer (both non-voting) and any other persons, and representatives of organisations as determined by resolution of Council and as specified in Appendix A.</p> <p>All Advisory Committees will sunset on 30 June following each General Council election, unless they have been re-established in the new Council term or the work of an Advisory Committee has been completed prior to this date.</p> <p>All appointments will be for an initial period of 2 years with the option for a further maximum period through to the 30 June in the year following each General Election upon. Current Committee members who wish to continue beyond their initial 2-year appointment must notify the Council Officer responsible for the administration of the committee in writing of their intention to do so.</p> <p>If the Council Officer (in consultation with existing Committee members) believes that staggered appointment terms are appropriate for the Committee, these may be instituted within the parameters of the 2 years period.</p> <p>All vacancies shall be publicly advertised by Council prior to appointment.</p> <p>Prospective candidates shall submit an Expression of Interest in a form and manner prescribed by Council to enable Council to consider their appointment to the Committee. The criteria for the appointment of members will be developed by the Council Officer based on the required skills and knowledge and the existing Council policy and practices that promote diversity and inclusion. The Council Officer will consult with the Committee regarding any skill or experience deficiency or gap in the existing Committee that may need to be specifically considered during a recruitment and appointment process.</p> <p>Where vacancies occur ‘mid-term’, replacement Committee members may be appointed by Council’s Chief Executive Officer, subject to an Expression of Interest process as above.</p> <p>Committee members appointed as a result of a ‘mid-term’ vacancy will serve the balance of the former Committee member’s term.</p>

	<p>A position becomes vacant if a Committee member fails to attend 3 consecutive meetings without reasonable grounds, on a case by case basis.</p> <p>A member may not complete more than 2 successive Council terms ie 8 years unless exceptional circumstances supporting the continuation of the members participation are demonstrated.</p> <p>Where a member is appointed to the Committee as a representative of a particular organisation a proxy may attend meeting on their behalf if the nominated person cannot attend.</p> <p>Council will appoint one proxy Councillor to each Committee annually. Councillors appointed as a proxy through the annual appointment process may attend Committee meetings.</p> <p>Notwithstanding any of the above, Council may at any time by resolution set a date or a milestone that when reached or completed causes the cessation of the Committee and the expiry of Committee members' terms.</p>
<p>5. Responsibilities, Duties and Conduct of Members</p>	<p>In performing the purpose of the Committee, members must act honestly, treat others with respect, exercise reasonable care and diligence, and not make improper use of their position or make improper use of information acquired because of their position.</p> <p>The expectation of members' behaviour is that they will behave with respect and openness by listening to one another and by allowing all members to have a voice. Respectful behaviour is inclusive of all Committee meetings, emails, correspondence, telephone calls and on-line meetings.</p> <p>Members must work co-operatively with other members, respect the authority of the Chair and meeting procedures and must not seek to dominate the meeting or insist or imply that their own views and ideas carry more weight than those of others.</p> <p>Members must respect the confidential and sensitivity of information as appropriate.</p> <p>Committee members will be required to participate in an induction workshop arranged by Council and may be required to participate in specified training relevant to the work of the Committee from time to time.</p> <p>Upon appointment, Chairs including Co-Chairs must undertake or demonstrate relevant recent training and proficiency in running effective meetings.</p> <p>Committee members must not speak for Council and are not authorised to speak to the media in respect of the Committee's activities and deliberations.</p> <p>Committee Members are required to abide by Council's Employee Code of Conduct to the extent applicable to volunteers and the Council's Volunteer Policy. Failure to abide by the conduct principles, (and relevant Council policies, including Council's Occupational Health and Safety Guidelines) will result in the member being deemed to be in breach of their obligations and may result in their removal from the Committee by a Council resolution, or in urgent circumstances by Council's Chief Executive Officer if the Chief Executive Officer considers that such action is necessary.</p>

6. Meetings

Attendance at Committee meetings is expected in normal circumstances and is critical to fulfilment of appointment as a member.

The Chairperson shall be appointed as specified in **Appendix A**.

Meetings will be held quarterly unless determined by the Committee Chair and Council Officer in order to allow for the timely consideration and provision of advice to Council on particular, time-sensitive matters from time to time. Committees may, with the approval of the relevant General Manager, meet more frequently on a limited and specific basis (if required).

Working Groups may be established as required for a specific purpose and on a limited timeframe to enable a focus on a specific task or project. These are subject to the approval by the relevant General Manager after consideration of their specific need, the availability of resources to support their operation and their agreed timeframes and tenure.

If the Chairperson is not present at a meeting, the Committee members will determine to appoint a Chairperson for the purposes of conducting the meeting.

The appointed Council officer will take responsibility for providing executive support to the Committee including provision of meeting agendas and minutes.

Committee agendas will be forward to Committee members by email no later than five working days before a scheduled meeting.

Minutes will be provided to Committee members and all Councillors no later than 10 working days of the meeting and will include a summary of discussions, details of any conflicts of interest disclosed and any decisions made. The Chair, including Co-Chairs, shall ratify the minutes of the meeting prior to their distribution. Formal endorsement of the minutes will occur at the subsequent Committee meeting.

Committee agenda items will be identified by Council Officers in consultation with the Chairperson. Members are able to request items to be listed subject to them being raised with the Council Officer and with the Chairpersons consent

Notice of any additional Committee meetings will be provided 2 weeks in advance.

Committee meetings may be held virtually

Committee meetings are closed to the public.

Special guests / subject matter experts may be invited to the meeting at the combined discretion of the Chair, including Co-Chairs and Council officer.

A quorum will be half of the voting Committee members plus one. In the absence of a quorum, a Chairperson may conduct the meeting for discussion purposes. Committees have no delegated authority to make decisions on behalf of Council, therefore any vote is on a position or recommendation to be made to Council if appropriate.

Whilst voting on matters is expected to be uncommon a member must be in attendance (either virtually or in person) to vote.

Any Conflicts of Interest must be declared and recorded at the commencement of the meeting. A member who has a conflict of interest must leave the meeting when the item is discussed.

<p>7. Transparency</p>	<p>In order to maintain transparency of Committee operations and in alignment with Council's Governance Rules the following information is to be published on Council's website in respect of each Committee:-</p> <ul style="list-style-type: none"> a) The Terms of Reference. b) The names of all members (where appropriate) c) Minutes of Advisory Committees meetings d) Reports of Committee activities (as reported biannually to Council) as prepared by Council Officers
<p>8. Opportunities for Cross Collaboration and Induction of Committee members</p>	<p>Council may, from time to time, facilitate meetings, forums, workshops and the like to enable the members of the various Committees to come together for knowledge sharing, professional development and the collaborative provision of advice as appropriate.</p> <p>Committees and new Committee members will be provided with an appropriate induction at the commencement of their term that includes an overview of the Council's structure and functions, the relationship of the Committee with Councillors and the community and any other matters to ensure they are well supported.</p>
<p>9. Reporting, Monitoring and Evaluation</p>	<p>The specific advice of a Committee in relation to a particular matter will be communicated to Council by the relevant Council officer in an appropriate format if and when required. The progress and activities of a Committee will be reported annually through a combined Council meeting report on the progress and activities of all Committees to be prepared by Council Officers. The operation of the Committee will be evaluated annually via a number of methods including self-evaluation of the Committee (arranged by the Council Officer) to ensure that the Committee is achieving its objectives. Results of the evaluation will be reported in the annual progress report.</p>

APPENDIX A

Name of Committee	Darebin Nature Trust
ToR Clause 2	<p>The <i>purpose</i> of this Committee is to provide a sounding board (where appropriate) to Council in relation to:</p> <ul style="list-style-type: none"> • Matters affecting biodiversity and the natural environment in Darebin's open space; • Identifying opportunities to improve biodiversity, open space and urban liveability for Darebin; • increasing the profile of Darebin's green spaces and local biodiversity to the broader community; • Raising awareness, educating and building community custodianship of our natural spaces so that Darebin's biodiversity is valued; and • Advocacy and action to secure, protect and enhance green space for current and future generations. <p>The Committee shall have regard to and act in accordance with Council's strategic objectives and priorities. Specifically, the Committee will have regard to the following strategies, plans, frameworks, policies and plans</p> <ul style="list-style-type: none"> • Community Vision • Council Plan • Towards Equality Framework • Statement of Commitment to Traditional Owners and Aboriginal and Torres Strait Islander People • Breathing Space: the Darebin Open Space Strategy
ToR Clause 3	<p>The Committee's guiding practices are to:</p> <ul style="list-style-type: none"> • Protect and enhance local biodiversity to create viable long-term habitat for flora and fauna within Darebin in the face of climate change. • Have an open space network that is planned and managed in an integrated way to achieve landscape, liveability and biodiversity outcomes. • Advocate for the acquisition of new land by Council that will increase access to and extent of Darebin's open space and further these objectives. • Increase community engagement to raise awareness and appreciation of nature and to foster long-term stewardship. • Actively support council's work related to biodiversity and the natural environment.
ToR Clause 4	<p>The membership of the Trust will comprise up to nine community members and three Councillor representatives.</p> <p>Community member appointments will be appointed by Council based on the following criteria:</p> <ul style="list-style-type: none"> • Representation of Darebin's culturally and linguistically diverse community; • A keen interest and passion for one or more of the following areas: biodiversity, ecology, open space management, urban design, community engagement and advocacy; • Complementary thinking that aligns with Darebin Council values; and • Capacity to provide advice to Council in a timely and appropriate manner.

ToR Clause 6

The Committee Chairperson shall be

- a) a Councillor
- b) a Councillor with a Community member as Co-Chair

PLANNING COMMITTEE MEETING

4 December 2023

TABLE 1: SUMMARY OF DECISIONS UPHELD BY FINANCIAL YEAR TO DATE - NOVEMBER 2023

	Number of VCAT Decisions	Percentage of decisions upheld
Council decisions	1	0% (0/1)
Delegated decisions	11	91% (10/11)
All decisions	12	83% (10/12)

Comment on performance and trends

This financial year to date (at the time of reporting) there have been twelve VCAT decisions. The Statutory Planning Unit aims to continue the positive trend in Tribunal results achieved in the previous financial year whereby the majority of decisions were upheld by VCAT, resulting in good planning outcomes for Council and our community. The current results reflect positively on Council's robust decision making, with 83% of decisions upheld this financial year to date.

Notes on Table 1

Table 1 summarises VCAT decision types and outcomes required to be reported to the Local Government Performance Reporting Framework (LGPRF).

LGPRF reporting for 2023-24 includes mediated outcomes as a decision upheld. Decisions upheld are all decisions where the Tribunal has 'Not Set Aside' Council's decision and includes decisions that are upheld, varied, affirmed and resolved with the consent of all parties.

Some less common VCAT application types are also not reported to LGPRF (for instance applications to cancel a permit, obtain a declaration and enforcement proceedings). This financial year to date, there has been one VCAT decision that is not reportable to LGPRF and so is not captured in the above table. This was a delegated decision of Council and was withdrawn by the permit applicant.

Council decisions are decisions made by the Planning Committee. Delegated decisions are decisions made under Council's delegation instruments by Planning Officers in the Statutory Planning Unit.

PLANNING COMMITTEE MEETING

4 December 2023

TABLE 2: SUMMARY OF VCAT DECISIONS ISSUED SINCE LAST REPORT TO COUNCIL (COMMENCING FINANCIAL YEAR 2023-2024)

Council & VCAT references	Address & ward	Proposal	Council position	Council or Delegate decision?	VCAT application type*	Hearing type**	VCAT decision	Was Darebin's position upheld?
D/6/2022 P/1644/2022	29 Dally Street NORTHCOTE South Central	Construction of two (2) double storey dwellings	Support (NOD Issued)	Delegate	S82	Hearing	Varied	Yes
<p>Discussion The Tribunal upheld Council's decision of support. The Tribunal found that the proposal will not contribute to unacceptable off site amenity impacts and demonstrated substantial compliance with Clause 55 standards. They also considered the contemporary design to be respectful of neighbourhood character, including nearby heritage dwellings.</p>								
Council & VCAT references	Address & ward	Proposal	Council position	Council or Delegate decision?	VCAT application type*	Hearing type**	VCAT decision	Was Darebin's position upheld?
D/6/2022 P/1776/2022	29 Dally Street NORTHCOTE South Central	Construction of two (2) double storey dwellings	Support (NOD Issued)	Delegate	S80	Compulsory Conference	Varied	Yes
<p>Discussion An agreement was reached at the Compulsory Conference by amending conditions related to landscaping and dwelling entry. The condition changes ensure policy requirements are met and provide clearer guidance to the applicant.</p>								

PLANNING COMMITTEE MEETING

4 December 2023

Council & VCAT references	Address & ward	Proposal	Council position	Council or Delegate decision?	VCAT application type*	Hearing type**	VCAT decision	Was Darebin's position upheld?
D/709/2021 P1129/2022	6 Armadale Street THORNBURY South Central	Construction of two (2) double storey dwellings	Refuse	Delegate	S77	Hearing	Set aside	No
<p>Discussion The Tribunal disagreed with Council's position. The Tribunal considered that although the proposal introduced a new building typology to the street, the varied streetscape could accommodate the new built form. The decision was subject to conditions related to fenestration style, building materials and upper-level setbacks.</p>								

Notes on Table 2

*VCAT appeal types explained:

S77 – Section 77 Application for review of Council's refusal to grant a planning permit, by the applicant.

S78 – Section 78 Application for review of notice or information requirements requested by Council, by the applicant.

S79 – Section 79 Application for review of Council's failure to determine the application within the 60 day statutory timeframe, by the applicant.

S80 – Section 80 Application for review of Council's conditions on a planning permit, by the applicant.

S81 – Section 81 Application for review of Council's decision to not extend a planning permit, by the applicant.

S82 – Section 82 Application for review of Council's decision to support a proposal, by objectors.

S87A – Section 87A Application to amend a permit issued at direction of Tribunal.

PLANNING COMMITTEE MEETING

4 December 2023

***VCAT hearing types explained:*

Practice Day Hearing – Administration hearing - VCAT gives direction on how the case will proceed, sets dates, discusses preliminary legal issues, etc

Compulsory Conference – Prior to the full hearing, parties confidentially discuss ways to resolve the case with the help of a VCAT member, may result in a mediated outcome being reached.

Hearing – VCAT hearing where parties present their case and the decision is made after consideration by VCAT.

None (decision made on the papers) – decision reached without the need for a hearing, usually where parties reached a mediated outcome outside of the Tribunal or where an appeal is withdrawn or struck out for administrative reasons.

Major Case – Major cases are heard sooner and can reach a resolution quicker than other planning cases. Most cases are eligible to be heard as a major case, but one of the parties must pay higher fees. Applications for review under Sections 77, 79, 80 and 82 are all eligible.

Short Case – These are cases which are not complex and can be handled in a short amount of time, typically involving limited issue/s and less parties. These cases are heard sooner and decisions are typically made orally at the hearing.

Questions Taken on Notice at the Council Meeting – 27 November 2023

Question and Submission Time – Questions taken on notice

At the Council meeting held on 27 November 2023, the following questions were taken on notice.

1. Angela Denton of Northcote

Q1. Several months ago, I contacted Tom Hannan my local Councillor and the Darebin City Council CEOs office about parking matters including compliance in Oldis Avenue Northcote but have not received a response from the responsible officer.

Response from the General Manager City Sustainability & Strategy

I apologise for the delays you've experienced in receiving information about your request. I have asked the Acting Manager of Climate Emergency and Sustainable Transport to call to discuss this issue with you tomorrow.

Chad Griffiths, Manager City Futures, contacted Angela by phone on 28 November 2023 at 3.27pm to discuss above question.

2. Brian Sanaghan

Q1. What were the legal costs associated with the matter heard in the Heidelberg Magistrates Court on the 16th of November this year?

Response from the General Manager Customer and Corporate

In relation to your first question, we'll have to take your question on notice and will come back to you.

Bobbie Bright, Head of Governance and Risk provided the following response:

Thank you for your question, Brian. The fees associated with the matter are commercial in confidence and will not be provided.

3. Serena O'Meley of Reservoir

Q3. I note that Darebin Council has a representative on the Darebin Creek Management Committee and that the committee should have been advised prior to the destruction of 3.5ha of native habitat on the corner of Plenty Road and Kingsbury Drive by La Trobe University to make way for a solar farm. Can you please advise which, if any, meetings of Darebin Creek Advisory Committee were attended by that Councillor or Councillors since the start of 2023?

Response from the General Manager Operations and Capital

Thanks for your question, Serena. We will need to take this question regarding attendance at the advisory committee on notice and will provide you with a response after we have made enquiries with the DCMC

Lee McKenzie, Manager Parks and Open Space contacted Serena via telephone to discuss in more detail on Tues 28th November at 12:31pm (Spoke for 19minutes).

On 28 November Neil Cooney, Acting Manager City Development contacted Serena via telephone and explained the full context of the case and clarified all planning permit considerations.

Questions Taken on Notice at the Council Meeting – 27 November 2023

9.2 2024/25 BUDGET PARAMETERS**Author:** Senior Advisor**Reviewed By:** General Manager, Customer and Corporate

EXECUTIVE SUMMARY

The purpose of the adoption of the budget parameters is to allow the organisation to commence preparation and development of the 2024/25 Draft Budget between mid-December 2023 and mid-April 2024. The 2024/25 Draft Budget will be consistent with the decisions and financial outcomes in the Revised (2023-33) 10-Year Financial Plan, the risk thresholds (ratios) in the Risk Management Policy, the Local Government Act 2020 (the Act) (principles) and in line with the good governance recommendations of the Monitors Report.

Officer Recommendation

That Council:

- (1) Adopts the recommended 2024/25 Budget Parameters as contained in Table 1 to allow officers to commence the development of the 2024/25 Annual Budget for future adoption in accordance with section 94 of the Local Government Act 2020.
 - (2) Notes that Officers will provide ongoing advice to these parameters to maintain the outcomes of Council's 10-Year Financial Plan and the final 2024/25 Annual Budget will be adopted in June 2024.
 - (3) Notes that by adopting Table 1, accommodates the funding of an Enterprise Resource Program in accordance with the value as set out in Table 1, and will be subject to a separate Council Report in 2024.
-

BACKGROUND / KEY INFORMATION

In June 2023, Council adopted a revised 10-Year Financial Plan (LTFP) that contains financial management principles and policy statements to ensure Council's financial sustainability to fund the aspirations of the Community Vision and the Council Plan. In adopting the revised LTFP and 2023/24 Annual Budget, Council has projected several significant funding decisions around the level of debt, capital works and operating projects over the next ten years.

The adoption of the Budget parameters (see Table 1), including the commitment to fund an Enterprise Resource Program of \$35m, is consistent with these funding decisions.

Previous Council Resolution

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

ALIGNMENT TO 2041 DAREBIN COMMUNITY VISION

Strategic Direction 1: Vibrant, Respectful and Connected

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

The development of the 2024/25 Annual Budget is being developed in an integrated and collaborative manner across the Senior Leadership Team, Executive Leadership Team, and Council.

DISCUSSION

The key financial parameters required to commence and develop the 2024/25 Annual Budget are set out in Table 1. The parameters cover the budget funded areas of the ongoing operational budget, operating projects, capital works projects, debt, and a future fund.

Table 1 – Budget Parameters

Parameter	Proposed	Context
Operating Budget		
Savings	Overall Savings of \$3m have been included in 2024/25 as part of the 2023-33 LTFP.	The draft 2024/25 budget will be consistent with the decisions and financial outcomes in the Revised (2023-33) 10-Year Financial Plan, the risk thresholds (ratios) in the Risk Management Policy, and in line with the recommendations of the Monitor's Report.
Revenue		
General Rates	Increased in line with the Rate Cap	As advised by the Minister for Local Government in December 2023 No application will be made for a variation to the Rate Cap
Waste Charge	Will be set based on the estimated full cost of the Service and the inclusion of other costs where allowable	Waste collection and disposal costs rise faster than the Rate Cap
Statutory Fees and Charges	Will be raised by the full level allowable under the annual indexation as informed by the State Government for various services to apply from 1 July 2024	Statutory Fees and Charges are set by Regulation and do not necessarily increase with the cost of the service
User Fees and Charges	Will generally be increased by 2.5% or the Rate Cap, whichever is higher	User Fees will also be reviewed in terms of available concessions and an equity assessment
Operating Grants	Will be estimated to increase by 2.0%	For services where State or Commonwealth Governments funding methods have not changed
	Ad hoc.	For services where funding methods

Parameter	Proposed	Context
		have had a significant change will be the subject of a specific review
Interest Income	4.25%.	Will be based on the estimated average cash balance for the 2024/25 financial year
Contributions from Open Space Levies (OSL)	No Change	Will be estimated following the Quarter 2 review, noting that the Planning Scheme Amendment to increase the OSL is currently being assessed by the Minister
Contributions from Developer Contributions Plan	No Change	Will be estimated following the Quarter 2 review
Expense		
Employee Costs	Rise in accordance with the Enterprise Agreement	This is still subject to negotiation and will be estimated following the Quarter 2 review
Materials and Services	Estimated to increase by 6.3%	Due to rising prices and re-tendering of some contracts during 2024/25 Maintenance costs will be estimated following the Quarter 2 review based on the increased asset values and also due to new assets being completed
Utilities	Estimated to increase by 9.7%	Due to rising prices
Depreciation and Amortisation	Estimated to increase by 3.5%	Due to the prior-year's impact of revaluation of assets
Other expenses	Are estimated to increase by 2.5%	Specific costs not necessarily linked to cost increases
2024 Council Election	\$700,000 plus GST	The 2024 Council Election will be undertaken by the Victorian Electoral Commission who will provide Council with an estimate and will invoice Council when undertaking the Election requirements.
Capital Works Program		
Capital Works funding envelope	\$30.057m inclusive of Council receiving \$1.074m of Capital Grants	No Change
Enterprise Resource Program		
ERP funding	<ul style="list-style-type: none"> Commits to the continued inclusion of an estimated ERP funding of \$35m Commits an initial \$0.5m to support the procurement phase 	<p>No Change as per the adopted 2023-33 10-Year financial Plan and aligned with the Monitor's report.</p> <p>The alternative upgrades to existing systems will require an estimated long-term fund of \$31m and would be an inferior outcome for the community.</p> <p>Council will receive a further report in early 2024 prior to these commitments</p>

Parameter	Proposed	Context
		being included in the 2024/25 Annual Budget process.
Operating Projects		
Operating Projects	It is recommended that Council reduces the funding available for Operating Projects to \$1.5m to assist in the generation of savings in 2024/25.	The funding \$1.5M is considered sufficient to fund existing Operating Projects that carry over into 2024/25 to complete the actions in the 2021-25 Council Plan and without starting any new Operating Projects ahead of the election of a new Council. Any new Operating Projects that are added would need to offset by the removal of some current projects. The annual Operating Project would return to \$2.5m p.a. in 2025/26 in the LTFP to support this.
Debt		
Debt	No new Debt will be Budgeted for in 2024/25	No Change as per adopted Borrowing Policy.
Future Fund		
Sales of assets	Nil	No funds are reserved in a Future Fund until a Contract of Sale has been completed

CONSIDERATION OF LOCAL GOVERNMENT ACT (2020) PRINCIPLES

Financial Management

- Revenue, expenses, assets, liabilities, investments, and financial transactions are managed in accordance with Council's financial policies and strategic plans.
- Management of the following financial risks is a priority: the financial viability of the Council and the management of current and future liabilities of the Council.
- Financial policies and strategic plans are designed to provide financial stability and predictability to the community.
- Council develops its budget with awareness of the current broader economic context (i.e., high inflation, high interest rates) and its impact on the community.
- Council maintains accounts and records that explain its financial operations and financial position.

Financial Policy Statements

- Consistent underlying surplus results.
- Ensure Council maintains sufficient working capital to meet its debt obligations as they fall due.
- Council maintains sufficient unrestricted cash to ensure ongoing liquidity as well as to address unforeseen cash imposts if required.

- Allocate adequate funds towards renewal capital in order to replace assets and infrastructure as they reach the end of their service life.
- Capital Grants will only be included for known amounts from known Grant programs and will not be accepted for commitments that expose Council to funding projects over and above the existing long-term Capital Works program.
- Council will not accept gifted assets where the long-term maintenance funding is not provided or insufficient, eg: LXP assets.

Community Engagement

The Act outlines the key strategic planning, budgeting and reporting that Council must undertake. In accordance with the Act, Council is required to follow its Community Engagement Policy in relation to engagement with the community.

Council has a legislative obligation to make decisions that are financially sustainable. In accordance with the Act, a deliberative process will be undertaken once the 2024/25 Draft Budget has been approved for consultation. At this point, this process is expected to be undertaken following the Council meeting of 29 April 2024.

Other Principles for consideration

Overarching Governance Principles and Supporting Principles

(g) the ongoing financial viability of the Council is to be ensured;

Strategic Planning Principles

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

IMPLEMENTATION ACTIONS

- Development of the 2024/25 Draft Annual Budget, mid-December 2023 to mid-April 2024
- Adoption of the 2024/25 Draft Annual Budget, 29 April 2024
- Hearing of Submissions to the 2024/25 Draft Annual Budget, 3 June 2024
- Adoption of the 2024/25 Annual Budget, 24 June 2024

RELATED DOCUMENTS

- Revised 10-Year Financial Plan (2023-33)
- Risk Management Policy

Attachments

Nil

9.3 PROPERTY MATTERS - LEASING OF KINDERGARTENS & CHILDCARE CENTRES**Author:** Coordinator Property Services**Reviewed By:** General Manager Operations and Capital

EXECUTIVE SUMMARY

This report recommends that Council establish 18 Leases with 18 not-for-profit Early Years Services Associations for the provision of Kindergarten and Childcare services at the respective Council-owned premises (listed in **Appendix D**).

On 23 October 2023, Council decided to undertake community engagement in accordance with Section 115 of the Local Government Act 2020 ("the Act") in regard to its intention to enter into a 2 year lease with the option for 3 further years (at the tenants option) from 1 January 2024 with each of 18 (not-for-profit) Early Years Services Associations for the provision of Kindergarten and Childcare services at the respective Council-owned premises.

On 11 December 2023, Council conducted a Hearing of Submissions where 193 valid submissions were received, and 51 submitters nominated to present their submissions to Council. All valid submissions were shared with councillors confidentially (**included in Appendix A & B**), noting that incomplete or duplicate submissions were removed as invalid.

Common themes raised by community in feedback to Council were:

- Many submitters requested a longer Lease term than the proposed initial 2-year term to enable forward planning for both infrastructure investment and staffing.
- Concerns were raised about the uncertainty associated with the three year option period being subject to a draft Leasing and Licensing Policy and concerns that conditions could change in a way that increased costs and meant centres had to pass on costs to families.

Having considered the community feedback and various policy issues associated with this feedback, this report recommends two options for councillors' consideration. Both have longer lease terms with clear lease conditions to provide stability and the ability for Service providers to forward plan. Both options have been assessed as generally appropriate with different benefits and risks. For both options, it is recommended proceeding with the proposed approach to responsibilities for costs: all conditions relating to responsibilities for outgoings, utilities, maintenance and other costs, are recommended to remain the same as the current leases that are due to expire at 31 December 2023. For completeness, full details of 3 options are included in this report.

Officer Recommendation

Option 1

That Council:

Having given notice of its intention under section 15 of the *Local Government Act 2020* to lease 18 separate Council owned premises to 18 Early Years Services Associations.

- (1) Notes that public submissions were invited on the proposed leases in accordance with section 15 of the Local Government Act 2020 and 193 valid submissions being presented at the Hearing of Submissions committee meeting was held on 11 December 2023.
- (2) Notes that all current lease agreements are due to expire on 31 December 2023.
- (3) Enters into a five-year lease commencing 1 January 2024 with each of the 18 (not-for-profit) Early Years Services Associations on the following terms and conditions for the provision of Kindergarten and Childcare services at the various 18 Council-owned premises:
 - a. An annual rent of \$104 per annum plus GST that is fixed for the term of the Lease.
 - b. The tenant's lease conditions relating to liability towards outgoings costs will remain the same at its current agreement.
 - c. The tenant's lease conditions relating to obligations and liability for maintenance costs will remain the same as its current agreement.
 - d. Tenants to provide annual reporting to Council that aligns with any Leasing and Licensing Policy that Council establishes in future and being effective from the end of the first full reporting year after any future Policy is established.
- (4) Reaffirms its commitment to supporting kindergarten and childcare services within the municipality.
- (5) Thanks everyone who has provided feedback and made submissions on this topic, both verbally and in writing.
- (6) Writes to nominated representatives of all the Lessees and all the submitters to notify them of the outcome of this decision.

OR

Option 2

That Council:

Having given notice of its intention under section 15 of the *Local Government Act 2020* to lease 18 separate Council owned premises to 18 Early Years Services Associations.

- (1) Notes that public submissions were invited on the proposed leases in accordance with section 15 of the Local Government Act 2020 and 193 valid submissions being presented at the Hearing of Submissions committee meeting was held on 11 December 2023.
- (2) Notes that all current lease agreements are due to expire on 31 December 2023.
- (3) Enters into a five-year lease commencing 1 January 2024, **with a 5 year option for a further lease term (at the tenants option)** with each of the 18 (not-for-profit) Early Years Services Associations on the following terms and conditions for the provision of Kindergarten and Childcare services at the various 18 Council-owned premises:

- a. An annual rent of \$104 per annum plus GST that is fixed for the term of the Lease.
 - b. The tenant's lease conditions relating to liability towards outgoing costs will remain the same at its current agreement.
 - c. The tenant's lease conditions relating to obligations and liability for maintenance costs will remain the same as its current agreement.
 - d. Tenants to provide annual reporting to Council that aligns with any Leasing and Licensing Policy that Council establishes in future and being effective from the end of the first full reporting year after any future Policy is established.
- (4) Reaffirms its commitment to supporting kindergarten and childcare services within the municipality.
 - (5) Thanks everyone who has provided feedback and made submissions on this topic, both verbally and in writing.
 - (6) Writes to nominated representatives of all the Lessees and all the submitters to notify them of the outcome of this decision.
-

BACKGROUND / KEY INFORMATION

Previous lease agreement

In January 2013 Council entered into 5-year leases (with the option of a further term of 5-years) with Early Years Services Associations across 18 separate Council owned premises. These leases are due to expire on 31 December 2023.

Each Service Provider has been advised of the upcoming lease expiry and each has registered its non-binding interest in taking up a new lease subject to the terms and conditions endorsed by Council (following community engagement).

Service delivery

All leases are required for the effective service delivery of the current Early Years Services and education services. Each centre is at capacity to accommodate 3-year-old and 4-year-old kindergarten services and there is no plans to decant any service under Council's long-term capital infrastructure program. Each Early Years Service has also signed a new Service Agreement which will run concurrently with the proposed lease term.

This proposal is for the Early Years Learning centres located at:

- 34 Separation Street, Fairfield (Alfred Nuttall Memorial Kindergarten)
- 2 Oldis Avenue, Northcote and 11 Bastings Street, Northcote (Annie Dennis Children's Centre)
- 79 Elm Street, Northcote (Batman Park Kindergarten)
- 55 Clifton Street, Northcote (Clifton Street Children's Centre)
- 64 Clyde Street, Thornbury and 70 Clyde Street, Thornbury (Clyde Street Kindergarten)
- 260 Gower Street, Preston (Darebin Childcare and Kindergarten – Preston)
- 6-8 Kenilworth Street, Reservoir (Darebin Childcare and Kindergarten – Reservoir)

- 91-95 North Road, Reservoir and 12 Acheron Avenue, Reservoir (Oakhill Children's Centre)
- 1-5 Dole Avenue, Reservoir (Keon Park Children's Hub Kindergarten)
- 146 Gower Street, Preston (Gower Street Kindergarten)
- 524 Gilbert Road, Reservoir and 25 Sheffield Street, Preston (J.S. Grey Kindergarten)
- 26 Gellibrand Crescent, Reservoir (Gellibrand Crescent Kindergarten)
- 109 Blake Street, Reservoir (Blake Street Kindergarten)
- 14-16 Maryborough Avenue, Kingsbury (Maryborough Avenue Kindergarten)
- 127-129 Perry Street, Fairfield (Perry Street Childcare and Elizabeth Gorman Kindergarten)
- 28 Raleigh Street, Thornbury (Raleigh Street Community Children's Centre)
- 313 St Georges Road, Thornbury (Merri Community Childcare Centre & Kindergarten)
- 8 Newcastle Street, Thornbury (Thornbury Kindergarten)

Subsequent to Council's endorsement on 23 October 2023 to undertake a community engagement program on Council's intention to enter into 18 leases on an initial term of two years with a further option term of three years with the 18 Early Years Services Associations, council sought submissions from the community in the period from 27 October 2023 to 28 November 2023.

At its meeting held on 27 November 2023, Council extended the closing date for submissions for the 'Early Years Services Lease Renewal' Hearing of Submissions meeting to allow members to make a paper or online submission by 7 December 2023.

Further to that meeting, a petition titled "Save our Community Kinders and Childcares from Darebin's Short-Term Leases, Rent and Fee Hike" was tabled.

Previous Council Resolution

At the Ordinary Council Meeting of 23 October 2023, Council endorsed a resolution,

'That Council:

- (1) *Notes that all current lease agreements are due to expire on 31 December 2023.*
- (2) *Endorses the proposal to undertake a community engagement program in accordance with Section 115 of the Local Government Act 2020 ("the Act") of its intention to enter into a 5-year (2 years plus the option for 3 years) lease with each of the 18 (not-for-profit) Early Years Services Associations for the provision of Kindergarten and Childcare services at the various Council-owned premises with terms and conditions that include a full rental subsidy to each of these providers at the value of the annual market rent (as shown in Appendix A column headed NAV) with a \$104 annual fee) set by crown and included in Council annual Fees and Charges Schedule) for the first two years. Terms and conditions relating to outgoings, utilities and maintenance would remain the same as the current lease arrangements expiring on 31 December 2023.*
- (3) *Notes that any submissions will be considered by Council's Hearing of Submissions Committee at a meeting to be held in the Council Chamber on Monday 11 December 2023 at 6:30pm.*
- (4) *Notes if no submissions are received, a further report be presented to Council to consider completion of the statutory procedures for the lease.*

- (5) *Reaffirms its commitment to supporting kindergarten and childcare services within the municipality and confirms that it has no plans to close any kindergarten or childcare centres.*
- (6) *Notes that this commitment is demonstrated through a significant, planned capital investment in expanding kindergarten and childcare places in the municipality discussed at agenda item 9.6 of tonight's agenda.'*

Council endorsed a resolution from a Notice of Motion made at the Ordinary Council Meeting of 27 November 2023:

'That Council:

- (1) *Notes that the date for the Hearing of Submissions Meeting for the Early Years Services Lease Renewal is 31 December 2023.*
- (2) *Notes that under Darebin's Governance Rules section 14.3(1), "Members of the public wishing to make a submission must register their intention to do so before 12 noon on the day of the Ordinary Council Meeting or Hearing of Submissions Meeting and be in attendance on the day of the Meeting to make their submission."*
- (3) *Extends the submission period for the 'Early Years Services Lease Renewal' Hearing of Submissions Meeting to allow community members to make a paper or online submission by 7 December 2023.*
- (4) *Ensures that people who wish to make a submission in person can register by 12 noon on 11 December 2023, as per s 14.3(1) of the above Governance Rules.'*

ALIGNMENT TO 2041 DAREBIN COMMUNITY VISION

Strategic Direction 1: Vibrant, Respectful and Connected

ALIGNMENT TO 2021-25 COUNCIL PLAN

Strategic Direction 4 Responsible, Transparent and Responsive

Subject to the availability of resources, the Early Years Services Associations must give due and proper consideration to the Council policies, in particular the Early Years Infrastructure Planning Framework 2021-2041 or succeeding policies, plans and frameworks, in its implementation in the development of its Service program, enrolment policies and staffing policies.

Early Years Services Associations to consider other relevant Council policies including Darebin's Towards Equality Framework and Darebin's Disability Access and Inclusion Plan. The Service will be accessible to all families within the community regardless of nationality, language, religion or disability.

In performing the service program, the Early Years Services Associations must comply, and must ensure that its personnel comply with, any lawful and reasonable direction given by the Council.

ALIGNMENT TO COUNCIL PLAN STRATEGIC OBJECTIVES

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

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

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

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

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

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

DISCUSSION

In recommending that Council establish the 18 Leases, officers assessment is that providing these will deliver community benefit. Key considerations are noted below. Several options for the length of lease are outlined below. Officers recommend two options for councillor consideration.

Community need and long-term service delivery

There is clear community need for Early Years services. Each centre has the capacity to accommodate 3-year-old and 4-year-old kindergarten services and there are no plans to decant any service under Council's long-term capital infrastructure program. Each Early Years Service has also signed a new Service Agreement which will run concurrently with the proposed lease term.

Infrastructure availability and suitability

All 18 facilities are currently used as Early Years facilities and are currently suitable for that purpose.

Council will continue to be responsible for maintenance responsibilities and costs as detailed in the Maintenance Schedule in the current 18 leases to the Early Years Associations.

Community funding contribution

The community funds contributed (via Council) in the form of rental subsidy towards these facilities are currently valued at \$2,306,375 per annum. This value is derived from an estimate of the annual market rental for each property. Annual operating costs such as for maintenance are contributed by Council over and above this rental subsidy.

Equity & Annual Reporting

While it is clear that there is community benefit from provision of Early years Services, Council doesn't currently have good information about the outcomes provided including to address disadvantage and other types of community benefits.

To enable a better understand this and help Council better support its community and its service providers, it is proposed that a lease condition be included to require annual reporting to Council in line with any future Leasing and Licensing policy Council may establish.

Options regarding lease term

The following table details the options available to council after having due regard to the matters raised in the submissions presented to Council through its community engagement program and to the concerns raise by nominated speakers and submitters at the Hearing of Submissions meeting on 11 December 2023.

Option 1 – Provide 5 year leases from 1 January 2024 on the same terms and conditions as the current leases for each of the 18 Early Years Services Associations. A clause is recommended to be included that requires annual reporting to Council aligned to any future Leasing and Licensing Policy to start at the end of the first full reporting year after a Policy is adopted.	
Benefits	Disadvantages
Provides a reasonable forward planning horizon for centres.	In community feedback, a number of centres have requested a longer lease and longer forward planning times.
Enables a periodic review of legal terms of leases on a reasonable timeframe that protects both parties from risk of legislative change.	
Improved information about the community benefits and impact services have, which is expected to assist with planning community support activities, addressing disadvantage and funding applications.	

Option 2 – Provide 5-year leases with a 5 year option for a further term from 1 January 2024 on the same terms and conditions as their current lease for each of the 18 Early Years Services Associations. A clause is recommended to be included that requires annual reporting to Council aligned to any future Leasing and Licensing Policy to start at the end of the first full reporting year after a Policy is adopted.	
Benefits	Disadvantage
Provides a long forward planning horizon for centres.	It is a long period for lease terms not to be reviewed. There is some risk that arises relating to risk of legislative change.
Improved information about the community benefits and impact services have, which is expected to assist with planning community support activities, addressing disadvantage and funding applications.	

Option 3 (*not recommended*) – proceed as proposed to provide a 2 year lease with the option for a further 3 years from 1 January 2024 with the initial two year lease being on the same terms and conditions as their previous lease. Conditions of the option period would be aligned with a future Leasing and Licensing Policy.

Benefits	Disadvantages
This would provide a 5 total horizon in regards to the lease term at the tenants discretion.	Community feedback has indicated that centres would see this as a 2 year planning horizon due to the uncertainty of the specific conditions associated with the 3 year option period and that this isn't sufficient forward planning time.

Rent

This report recommends that Council proceed with providing a near full rental subsidy to each these providers at the value of the annual market rent as shown in (**Appendix C**). This significant contribution is recommended considering the community benefit that these Early Years Services provide and recognising the not-for-profit nature of these operators.

It is proposed that an annual fee of \$104 + GST will be charged to each of the 18 EYS Association with this fee being fixed for the term of the leases. Whilst this is an increase from the current set rate of \$58, it remains a nominal fee.

Outgoings / Utilities / Maintenance

The tenant's lease conditions relating to liability towards outgoings costs and obligations and liability for maintenance costs will remain the same as its current agreement.

Legal Costs

Each party is responsible for their own legal costs with Council being responsible for drafting and engrossing the Lease.

CONSIDERATION OF LOCAL GOVERNMENT ACT (2020) PRINCIPLES

Financial Management

The proposed new leases will provide minimal change in the financial position to both Council and the 18 Early Years Services Associations from their respective positions under the current leases, which expire on 31 December 2023.

The community funds contributed (via Council) in the form of rental subsidy towards these facilities are currently valued at \$2,306,375 per annum. This value is derived from an estimate of the annual market rental for each property. Annual operating costs such as for maintenance are contributed by Council over and above this rental subsidy.

Council will continue to be responsible for maintenance responsibilities and costs as detailed in the Maintenance Schedule in the current 18 leases to the Early Years Associations.

Council's contribution in providing these facilities is generally collected through rates from Darebin residents.

Community Engagement

Darebin City Council gave notice under Section 115 of the *Local Government Act 2020* (“the Act”) to seek public submissions on its intention to enter into a lease with each of the 18 (not-for-profit) Early Years Services Associations for the provision of Kindergarten and Childcare services at the various Council-owned premises.

Hearing of Submissions

The Hearing of Submissions Committee Meeting for the proposal for Council to enter into a lease with the 18 (not-for-profit) Early Years Services Associations based on two-year initial term with an option for a further term of three years was held on 11 December 2023.

A summary of the main themes from the 193 valid submissions (online and written) presented to the Council is as follows:

1. All the submissions were in support of Council renewing its leases with EYS.
2. A 2+3 year term does not offer sufficient commitment to EYS providers.
3. A majority of submitters supported a 5 year lease with a 5 year option.
4. A longer lease term should match the capital financial investment Council intends to provide.
5. Concern that Council will end providing community-based services and allow private services to take over.
6. Not-for-Profits cannot afford the proposed realignment of maintenance costs.
7. Longer leases should match EYS business plans and continuity models to provide EYS with certainty.
8. EYS need to provide certainty to their enrolled families and children.
9. A decision to raise lease costs to EYS may lead to an increase in the cost of living to vulnerable residents in this tough economic climate.
10. EYS are essential fixtures of the Darebin community.
11. The draft Leasing and Licensing policy has not been finalised and is subject to change. As such it cannot be factored into the current lease arrangement.
12. The two year lease provides uncertainty for parents
13. Concern that increased costs sought by Council will lead to increased fees to residents.
14. EYS may lose staff as a consequence of the two year lease as they may search for more secure employment.
15. A 2 year lease provides EYS with obstacles for effective long term planning.

At that meeting Council thanked all submitters, speakers and persons attending to provide support for their commitment to inform Council of their comments and concerns in relation to the current lease proposal.

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

Strategic Planning Principles

- (a) an integrated approach to planning, monitoring and performance reporting is to be adopted;
- (d) strategic planning must identify and address the risks to effective implementation;

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)**

There are no particular environmental sustainability considerations on these agreements given the short tenure of the Leases. Sustainability considerations (including mitigation and adaptation) relating to all Council's buildings are managed through Council's Asset Management planning and long-term budgeting processes and Council is committed to addressing Climate Risk.

Equity, Inclusion, Wellbeing and Equity, Inclusion, Wellbeing and Human Rights Considerations:

An Equity Impact Assessment has not been undertaken on the proposed Leases.

Economic Development and Cultural Considerations

There are no economic developments and cultural considerations in relation to the drafting and implementation of this Policy.

Operational Impacts

There are no new operational impacts arising from Council entering into a new lease with the 18 EYS Associations on 18 Council owned Kindergartens and Childcare facilities.

Legal and Risk Implications

There are minimal legal and risk implications on the basis of Council entering into a new 5-year lease with each of the 18 EYS Associations.



IMPLEMENTATION ACTIONS

1. Seek Council endorsement to enter into 18 new leases with the 18 EYS Associations – December 2023.
2. Council to provide 18 EYS tenants with a letter confirming that their current lease will continue on a monthly basis after 31 December 2023.
3. Execute new lease agreements – January 2024

RELATED DOCUMENTS

NIL

Attachments

- HOS - ETS - Online Submissions - 7.12.23 (**Appendix A**) Confidential - enclosed under separate cover
- HOS - EYS Written Submissions - 11.12.23 (**Appendix B**) Confidential - enclosed under separate cover
- Community Rental Value of EYS Leases by Council (**Appendix C**) [↓](#) 
- EYS Lease Entities and Premises (**Appendix D**) [↓](#) 

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.

SUBURB	Address	Tenant	NAV
FAIRFIELD	Perry Street, 129	Perry Street Childcare and Elizabeth Gorman Memorial Kindergarten Inc.	122,500.00
FAIRFIELD	Separation Street, 34	Alfred Nuttal Memorial Kindergarten Inc.	90,000.00
KINGSBURY	Maryborough Avenue, 14-16	Northern Darebin Combined Kindergarten Assoc. Inc.	52,500.00
NORTHCOTE	Clifton Street, 55 - Northcote Kindergarten	Clifton Street Children's Centre Assoc.Inc	320,000.00
NORTHCOTE	Elm Street, 79 - Northcote Kindegarten	Batman Park Kindergarten Association Inc	160,000.00
NORTHCOTE	Oldis Avenue, 2 - Annie Dennis Childrens Centre	Annie Dennis Children's Centre Assoc. Inc.	235,000.00
PRESTON	Gilbert Road, 524	JS Grey Kindergarten Assoc.Inc	183,000.00
PRESTON	Gower Street, 146 - Preston Kindergarten	Gower Street Kindergarten Assoc. Inc.	83,000.00
PRESTON	Gower Street, 260 - Preston Day Childcare	Darebin Childcare and Kindergarten Assoc. Inc.	146,000.00
RESERVOIR	Blake Street, 109	Northern darebin Combined Kindergarten Assoc. Inc.	52,000.00
RESERVOIR	Dole Avenue, 7	Early Childhood Management Services	265,000.00
RESERVOIR	Gellibrand Crescent, 26	Northern darebin Combined Kindergarten Assoc. Inc.	58,500.00
RESERVOIR	Kenilworth Street, 6-8 - Reservoir Childcare	Darebin Childcare and Kindergarten Assoc. Inc.	152,070.00
RESERVOIR	North Road, 91-95	Early Childhood Management Services	145,270.00
THORNBURY	Clyde Street, 70	Clyde Street Kindergarten Assoc. Inc.	315,000.00
THORNBURY	Newcastle Street, 8C - Thornbury Kindergarten	Thornbury Kindergarten Assoc. Inc.	141,000.00
THORNBURY	Raleigh Street, 28 - Thornbury Childcare	Raleigh Street Children's Assoc. Inc.	78,550.00
THORNBURY	St Georges Road, 313 - Thornbury Childcare	The Merri Community Childcare Centre and Kindergarten Inc.	118,320.00
Total adjusted net Annual Value			\$2,307,383
Current rent Charged			\$1,008
Financial Return on Investment			0.044%

Address	Early Years Service Provider
34 Separation Street Fairfield	ALFRED NUTTALL MEMORIAL KINDERGARTEN INCORPORATED
2 Oldis Avenue Northcote	ANNIE DENNIS CHILDREN'S CENTRE INCORPORATED
79 Elm Street Northcote	BATMAN PARK KINDERGARTEN ASSOCIATION INCORPORATED
55 Clifton Street Northcote	CLIFTON STREET CHILDREN'S CENTRE INCORPORATED
64 Clyde Street Thornbury	CLYDE STREET KINDERGARTEN INCORPORATED
260 Gower Street Preston	DAREBIN CHILDCARE AND KINDERGARTEN INCORPORATED
6-8 Kenilworth Street Reservoir	DAREBIN CHILDCARE AND KINDERGARTEN INCORPORATED
91-95 North Road Reservoir	EARLY CHILDHOOD MANAGEMENT SERVICES INCORPORATED
1-5 Dole Avenue Reservoir	EARLY CHILDHOOD MANAGEMENT SERVICES INCORPORATED
146 Gower Street Preston	GOWER STREET KINDERGARTEN INCORPORATED
524 Gilbert Road Preston & 25 Sheffield Street Preston	J.S. GREY KINDERGARTEN ASSOCIATION INCORPORATED
26 Gellibrand Crescent Reservoir	NORTHERN DAREBIN COMBINED KINDERGARTEN ASSOCIATION INCORPORATED
109 Blake Street Reservoir	NORTHERN DAREBIN COMBINED KINDERGARTEN ASSOCIATION INCORPORATED
14-16 Maryborough Avenue Kingsbury	NORTHERN DAREBIN COMBINED KINDERGARTEN ASSOCIATION INCORPORATED
127-129 Perry Street Fairfield	PERRY STREET CHILDCARE CENTRE AND ELIZABETH GORMAN MEMORIAL KINDERGARTEN INCORPORATED
28 Raleigh Street Thornbury	RALEIGH STREET COMMUNITY CHILDREN'S CENTRE INCORPORATED
313 St Georges Road Thornbury	THE MERRI COMMUNITY CHILDCARE CENTRE AND KINDERGARTEN INCORPORATED
8 Newcastle Street Thornbury	THORNBURY KINDERGARTEN INCORPORATED

9.4 DRAFT LEASING & LICENSING POLICY**Author:** Coordinator Property Services**Reviewed By:** General Manager Operations and Capital

EXECUTIVE SUMMARY

This report recommends that Council endorse a draft Leasing and Licensing Policy (**Appendix A**) to proceed to community consultation. Proceeding to consultation will allow Council to understand community views on the proposed approach to support its community through rental subsidies where tenants deliver high community benefit through the community services they provide.

The establishment of a Leasing and Licensing Policy is important for effective corporate governance across the suite of leases and licenses that Council manages on behalf of community and to the benefit of particular organisations. A policy will support decision-making in relation to occupancy agreements on Council owned or managed land in accordance with its obligations under the *Local Government Act 2020* and where applicable, the *Crown Land (Reserves) Act 1978*. This will ensure that:

- There is consideration to provide return on investment for community (via Council as steward), whether this be in the form of community benefits and outcomes or financial return to be invested in other community services.
- Our community have visibility as to the expected terms and conditions that will be provided when entering into a lease or licence agreement with council.
- There is consistency and transparency in the approach to establishing, managing and reviewing leases and licenses.
- There is adequate oversight on compliance to lease and licence conditions.

The draft Policy does not cover:

- Agreements on sporting pavilions and sporting facilities.
- Seasonal ground allocations.
- Ad-hoc or casual hire of halls or rooms.
- Where Council is a Tenant or Licensee.
- Some other minor exclusions included in the draft Policy.

The draft Policy proposes:

- That Council continue to provide substantial support for not-for-profit organisations in Darebin by supporting our community via access to facilities and properties and where rental would be set on a peppercorn basis, at \$104 per annum (plus GST), incorporating a near full rental subsidy contribution from Council.
- That the Policy would be applied to a lease or license when a new agreement is established or when an agreement is renewed. It would not affect current agreements during the current term.

- For not-for-profit organisations, that there would be no change or increase to outgoing, utilities and maintenance obligations on any existing Tenant or Licensee even if a new Lease/Licence agreements or renewal of Lease/Licence agreements takes place.
- That the outgoing, utilities and maintenance obligations in a Lease/Licence for any new not-for-profit Tenant or Licensee will be in line with existing Lease/Licence agreement for similar type uses; and
- That for commercial and government tenants/licensees, rent would be set on a commercial basis to ensure that commercial arrangements can benefit community by returning financial income to Council for use for community purposes.
- Not-for-profit tenants with income generating capacity and who earn an income from sub-letting, advertising, room hire and bar and restaurant operations will be required to share a portion of that revenue Council (10% or 20% depending on the circumstances as detailed in the draft Policy).

The draft Policy outlines other terms and conditions that are proposed to be managed across Council's leases and licenses.

Officer Recommendation

That Council:

- (1) Notes that establishing a Leasing and Licencing Policy is an action identified in an internal audit Review of Lease Management in November 2021.
- (2) Notes that establishment of a Leasing & Licensing Policy is proposed to provide consistent and transparent management of Council's Lease and Licence portfolio so that tenants, prospective tenants and community have clarity about:
 - (a) How Council allocates access to community buildings; and
 - (b) The community benefits that arise from Council's contributions to community groups through the provision of rental subsidies and payment of other costs in relation to land, buildings and facilities.
- (3) Reconfirms Council's long-standing commitment to supporting its community by providing facilities and properties for community uses through leasing and licensing arrangements. This includes making properties available on a peppercorn rental to support Darebin not-for-profit organisations.
- (4) Notes that a key purpose of the Policy is to provide greater transparency in regard to the community benefits derived by community organisations from Council's investment, which is made on behalf of ratepayers.
- (5) Notes that the draft Leasing & Licensing Policy does not apply to recreation and leisure tenants/licensees (including seasonal ground allocations, agreements on sporting pavilions, sporting facilities), ad-hoc or casual hire of halls, where Council is a Tenant or Licensee, agreements on EV stations and Neighbourhood battery installations.
- (6) Notes that if adopted as proposed, the Leasing and Licensing Policy would mean:
 - (a) The rental for not-for-profit Tenants or Licensees would be set on a peppercorn basis, at \$104 per annum (plus GST) with:
 - i. no change or increase to outgoing, utilities and maintenance obligations on any existing Tenant or Licensee even if a new Lease/Licence agreement or renewal of Lease/Licence agreement occurs.

- ii. the outgoings, utilities and maintenance obligations in a Lease/Licence for any new Tenant or Licensee will be in line with existing Lease/Licence agreement for similar type uses.
 - (b) The rent for a commercial and government tenant/licensee is to be set on a commercial market rent basis as determined by Council's valuer.
 - (c) A not-for-profit tenant/licensee who earns an income from sub-letting/sub-licensing, advertising, room hire, the operation of a bar or restaurant or from a commercial licensing arrangement, would have its rental increased by a factor of 10% or 20% (as detailed in the draft Policy) of the gross revenue derived.
- (7) Endorses the draft Leasing & Licensing Policy (**Appendix A**) to proceed to community consultation.
- (8) Endorses the community engagement approach, which includes:
- (a) A consultation period open from 22 January 2024 to 18 March 2024.
 - (b) Communications with all tenant/licensee organisations in the fortnight starting 22 January 2024 to bring to their attention the consultation period and their opportunity to participate in this process.
 - (c) Opportunities for all tenant/licensee organisations to meet directly with Council staff and/or to join a workshop to provide feedback.
- (9) Requests a further report be provided to the Council at its Ordinary Council meeting in April 2024 to consider community consultation feedback and any recommended changes to be incorporated into the Leasing and Licensing Policy.
-

BACKGROUND / KEY INFORMATION

Audit Action

HLB Mann Judd was commissioned in November 2021 to undertake a review of Council's practices concerning the management of lease and licence agreements. The primary objective of the review assessed the adequacy and effectiveness of systems, processes, and internal controls in relation to the management of leases and licences.

The audit focused on the development of an overarching property framework, Leasing & Licensing policy, suitable property management system, centralised lease register, lease compliance audit, budgetary controls, monthly performance reporting and appropriate procedural and pro-mapping functions (including debt recovery).

Council has finalised all of the above audit requirements excepting for the implementation of a Leasing and Licensing Policy.

Current Practices

Not including recreation and leisure facilities (which are not proposed to be covered by the draft Leasing and Licensing Policy), Council currently has 97 properties or facilities that it leases or licences to third parties with the majority of these tenants/licensees being community organisations who provide a community service which directly benefits the Darebin Community.

Council does not currently have an endorsed Leasing and Licensing Policy; however it has had in place some long standing practices. It has been common practice for Council to contribute near full rental subsidies by charging community-based entities a peppercorn rent with a further contribution of Council covering many of the building maintenance costs and some operational costs.

Further, Council has been operating without an overarching Policy to govern decision-making in respect of setting lease terms and conditions for its community, commercial or government lease agreements. This has resulted in there being variability and inconsistency in regard to lease terms and conditions across Council's leases and licenses. There have not been consistent approaches to enabling various community groups access to facilities. This makes it hard for prospective tenants to know what to expect when preparing to enter into a leasing arrangement with Council and also makes the administration of these agreements more complex in their management.

Objectives of the draft Leasing and Licensing Policy

The draft Policy supports decision-making in relation to occupancy arrangements on Council owned or managed land or buildings in accordance with its obligations under the *Local Government Act 2020*, and where applicable, the *Crown Land (Reserves) Act 1978*.

The aim of the Policy is to create a greater level of transparency and accountability to the ways in which lease and licences are considered and key terms are determined and endorsed. The Policy also sets to:

- Provide a clear and transparent approach to Lease and Licence applications and provide clarity of Council's role as Landlord and Licensor.
- Optimise the use of Council's existing and future property portfolio, with particular focus on the encouragement of multi-use facilities.
- Maximise the community benefits achieved via Council's investment in property.
- Ensure rent and licence fee charges, and outgoing recoveries are managed in a fair and equitable manner.
- Ensure the tenure of Council's owned or managed land or buildings are aligned with recommendations of Council's long-term strategic plans.
- Ensure a fair and equitable assessment of all Lease and Licence applications.
- Enable the appropriate and effective management of all Council owned buildings to maximise the useful life of these assets.
- Provide for a fair and financially viable approach to the leasing and licensing of Council owned buildings.
- Ensure compliance with relevant Legislation.
- Ensure Council property is leased and/or licensed for a purpose that benefits the community.
- Ensure the key maintenance and capital work responsibilities are clearly defined and allocated appropriately in the lease or licence document.

Previous Council Resolution

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

ALIGNMENT TO 2041 DAREBIN COMMUNITY VISION

Strategic Direction 1: Vibrant, Respectful and Connected

ALIGNMENT TO 2021-25 COUNCIL PLAN

Strategic Direction 4 Responsible, Transparent and Responsive

ALIGNMENT TO COUNCIL PLAN STRATEGIC OBJECTIVES

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

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

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

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

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

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

DISCUSSION**Categorisation of Council's Lease and Licensed Property Portfolio**

The draft Policy proposes a transparent and consistent approach for provision of rental subsidies in the use of facilities for community purposes. This proposed approach balances the community benefits provided by tenants and licensees with the financial support provided to tenants/licensees by Council.

The proposed approach is that each Lease or Licence application would be assessed to determine which of the following categories the Lease or Licence falls under, noting that the level of subsidy is different for some categories:

- Category A: Council Services / Community Purpose
- Category B: Community Partnerships
- Category C: Commercial
- Category D: Government Agencies

Category A – Council Services/Community Purpose.

This category includes not-for-profit organisations with no or limited income generating capacity.

The draft Policy proposes that Tenants who are assessed as Category A would receive a full rental subsidy and be charged a nominal rent of \$104 + GST per annum.

Around 50% of Council's current Lease and Licence portfolio is estimated to fall into this category.

In respect of Lease and Licence renewals, occupiers will receive the same terms as their previous agreement, although it is noted that most occupiers are currently responsible for most utility costs and cleaning costs. These are seen as a Tenant/Licensee operational costs and it is standard practice that operational costs are paid by the occupant. The Tenant/Licensees' maintenance responsibilities will be in line with their current Maintenance Schedule, therefore there is no change to the Tenant's or Licensee's conditions in this regard.

In respect of any new Lease and Licence agreement to a new Tenant/Licensee, the Tenant/Licensee will be responsible for utility and cleaning costs together with maintenance responsibilities in line with existing Maintenance Schedules and responsibilities for as set out for similar type uses.

Eligible organisations to be captured under Category A include:

- Fully funded Council services and 'not for profit' groups/organisations with limited or no income generating capacity.
- Aboriginal and Torres Strait Islander Groups.
- Not for profit kindergartens and childcare services, non-income generating neighbourhood houses, community gardens, community housing, scouts and girl guide associations.

Category B – Community Partnerships

Category B tenants are not-for-profit organisations with income generating capacity. Council holds around 15% of its Lease and Licence portfolio with Category B agreements.

Tenants who are assessed as Category B are proposed to receive a near full rental subsidy and to be charged a nominal rent of \$104 + GST per annum.

In respect of Lease and Licence renewals, Tenants would be responsible for utility and cleaning costs on the same basis as agreed in its previous agreement. These are seen as Tenant/Licensee operational costs which in most agreements are paid by the occupant. The Tenant/Licensee maintenance responsibilities will be in line with the Maintenance Schedule that is attached to their current agreement.

In respect of any new Lease and Licence agreement with any new Tenant/Licensee, that Tenant/Licensee will be responsible for utility and cleaning costs together with maintenance responsibilities in line with existing Maintenance Schedules and responsibilities for similar type uses.

Eligible organisations would be:

- Community groups, Council partnership organisations and 'not for profit' groups with income generating capacity.

Revenue Generation

Under this provision in the draft policy, where a Category A or B Tenant/Licensee gains access to income from any of the following activities:

- a) Subletting/Sublicensing
- b) Hiring rooms for private use (personal or commercial uses)
- c) Hiring rooms to not-for-profit groups where the room hire fee is greater than the Room Hire Fee for Senior Citizen Centres as detailed in Council's Fees and Charges budget for that applicable year. (\$11/hr in 2022/23)
- d) Advertising revenue
- e) Regular income from ongoing bar or restaurant operations excepting where that operation is used primarily to deliver a funded training program rather than generating income to the occupant
- f) Commercial licensing arrangements on the premises

For the purposes of assessing income for this clause, this does not include the occupier's fundraising events, nor community events or training that is run by not-for-profit entities.

The rental of Lease/Licence would be adjusted annually in arrears and calculated as follows:

1. Where the Council has provided the building from which the abovementioned income is derived, Council will receive additional annual income in the amount of 20% of the Tenant's or Licensee's gross revenue (GST exclusive).
2. Where the Council has not provided the building from which the abovementioned income is derived, Council will receive additional annual income in the amount of 10% of the Tenant's or Licensee's gross revenue (GST exclusive).

Notwithstanding anything in this provision, the amount of additional income received by Council in any year under this provision cannot be greater than the assessed market rent for the Lease/Licence for that same period.

Category C – Commercial Entities

Commercial entities that enter into a lease/licence to occupy Council buildings and facilities will be charged a market rent as determined by Council's external valuers.

A retail use is included in the definition of a Commercial use.

All utilities costs and maintenance costs would be covered by the tenant.

- Services that may be captured under Category C may include telecommunication facilities, car park agreements, commercial function centres and retail and commercial enterprises.
- Council currently holds around 35% of their agreements as Category C.

Category D – Government Agencies

Government Agencies that enter into a lease/licence agreement to occupy Council buildings and facilities will be charged a market rent as determined by Council's external valuer.

- Council does not hold any Category D Leases and Licences agreements at present.

Building Utilities, Statutory Rates, Building Insurance and Building Outgoings

Current Category A and B Tenant/Licensees will only be responsible for the same utility, outgoings and operational costs as included in their current agreements. Under this draft Policy, this arrangement would continue when the Tenant/Licensees renews its agreement or enters into a new agreement.

Any new or renewing Category C and D Tenant/Licensees would be responsible for all utility, statutory rates, insurance and building outgoings costs which are chargeable to that property or part thereof.

Maintenance Responsibilities

The maintenance responsibilities proposed in respect of Category A and B Lease/Licence agreements are as follows:

- **Lease and Licence Renewals and New Agreements with an existing Tenant/Licensee:** The maintenance responsibilities would be in line with the Maintenance Schedule in the occupant's previous/current Agreement.
- **New Agreements for a new Tenant/Licensee:** The maintenance responsibilities in the Maintenance Schedule would be in line with existing agreements for similar type uses.
- **Tenant/Licensee owned Fixtures, Fittings & Equipment:** Tenants/Licensees are responsible for maintenance, replacement and compliance of any fixtures, fittings and equipment that the occupier owns and/or has installed. This is consistent with current Leases and is not a change.

Tenants/Licensees in Category C and D will be responsible for costs associated with all non-structural maintenance on the building/property.

Community benefit, applications and expressions of interest

For buildings that are available for lease/licence or where Council has determined the community would be better served by an alternate use or where the current use of the premises is not being optimised, Council proposes to conduct an Expression of Interest process to identify prospective occupiers. The purpose of this is to maximise community benefits and to ensure fair and transparent opportunities for organisations to access properties owned by Council on behalf of community.

Council reserves the right to negotiate solely with the existing occupier where it is satisfied that the best community benefit can be achieved by doing so. If the criteria below are met, the draft Policy proposes to offer continued use to an existing occupier. This would help existing occupiers with long term planning and consistency; however it would also reduce opportunities for other groups to gain access to Council facilities. The Criteria that will be used to consider negotiating with an existing occupier are:

- Nature of the service provided, and the long-term community need for service in this location.
- Community benefits of continuity of service.
- The utilisation of the facility is being maximised to the satisfaction of Council.
- Fitness for purpose of the building and the stage of lifecycle the building is at – eg, is it at end of life, due to be refurbished or redeveloped?
- Any benefits to Council or the community arising from existing or proposed works to the premises by the occupier.

EOI Assessment Criteria, will be established specific to each opportunity, however will generally include:

- a) *Track Record* – Relevant experience, capability to deliver on contractual obligations, financial capacity, quality of services delivered to the community and Tenant/Licensee history.
- b) *Financial Offer* – Proposed financial investment in the asset, initiatives to honour contractual commitments and other financial offers.
- c) *Vision and Proposed Value* – Proposed vision and community benefit to be provided through use of the facility. That benefit can be tangible or intangible.
- d) *Community and Social Responsibility* – Cultural alignment with Darebin’s values and elements of the proposal that achieve community, quality, environmental and sustainable objectives as outlined in the Council Plan.
- e) *Condition of Offer* – Any specific elements of the proposal including requests for exclusive use.
- f) *Council Financial Commitment* – Required works or capital commitment to be invested by Council.
- g) *Length of Tenure* – Considerations will include service needs and community benefits and tenant willingness and capacity to support the ongoing upkeep of the land and/or premises and to contribute to capital improvement and facility enhancement over the requested lease term.
- h) *Risk Mitigation* – Identify, evaluate, and mitigate likely actual and potential risks.
- i) *Fit for Purpose* – The proposed use of the property is appropriate taking into account building and planning requirements.
- j) *Property Utilisation* – See Maximising Utilisation of Council Property.

Tenure of Leases/Licenses

Council is proposing the maximum terms for a Lease/Licence are:

Crown Land

- Lease 21 years
- Licence 3 Years

Council Land

- Lease 5 years
- Licence 3 Years

On a case-by-case basis Council may consider longer lease terms where there are Community benefits. It will consider the objectives of this Policy and other factors including:

- Nature of the service provided and the long-term community need for service in this location.
- Community benefits of continuity of service.
- Fitness for purpose of the building and the stage of lifecycle the building is at – for example, is it to be refurbished, redeveloped or at end of life?
- Any Community benefits arising from proposed investment in infrastructure by the occupier.

With the aim of supporting occupiers to forward plan, the draft Policy also proposes long notice periods ahead of the end of an agreements with category A and B organisations. Council will aim to provide 18 months' notice and to have a clear outcome of any Expression of Interest process 12 months prior to the end date of an agreement.

Reporting

The draft Policy proposes to strengthen Tenant/Licensee reporting to Council so that Council can have visibility of the community utilisation and occupancy metrics for each facility, the community programs delivered from each facility and have an understanding of the social and environmental sustainable outcomes achieved by community groups and report to these to our community.

Council is aiming to strike a good balance in Tenant/Licensee reporting between ensuring that it receives meaningful information to enable it to capture and measure metrics on community benefit whilst not unnecessarily causing significant work to the Tenant/Licensee to produce such reports. Council will work with occupiers to agree metrics that strike this balance appropriately.

The draft Policy proposes annual reporting from Tenant/Licensees to Council covering:

- Business plan
- Audited annual financial statement
- Marketing plan
- Membership details
- Community usage details
- Grants sought and received
- Utilisation metrics (building usage information)
- Community benefits and programs delivered to Darebin and its residents
- Social and environmentally sustainable outcomes and achievements
- Alignment to Council Objectives
- Venue occupancy data
- Revenue generation details
- Employee and volunteer numbers

Maximising use of facilities:

Council aims to maximise the use of facilities and properties in order to maximise the delivery of services to our community. There are some reasons why this doesn't work for all uses and as such, property optimisation will be an important consideration during establishment of leasing and licensing arrangements and occupiers seeking exclusive use will need to substantiate why obtaining exclusive use is necessary and how that occupant is optimising the use of the facilities.

Where an occupier is not proposing to utilise the whole premises at all times or where Council requires part of the property to be set aside for a different Council or community use, the best ways to maximise utilisation will be explored during agreement negotiations.

CONSIDERATION OF LOCAL GOVERNMENT ACT (2020) PRINCIPLES

Financial Management

Financial Implications on Current Rent Income from Council's Property Portfolio

Council currently receives an annual rental of \$52 per annum from each of its Community - based Leases/Licences that are on a peppercorn rental basis, with Council being responsible for the majority of the maintenance costs on these facilities. The current annual income received from the Community-based Leases and Licences is \$114,137. The annual market rental value of this portfolio of Leases and Licences is \$3,915,916. On this basis, council is providing a community benefit rental subsidy value of \$3,795,954 annually.

The 2023/24 budgeted gross income for Council's leased and licenced portfolio (excluding sporting and seasonal licenses) is \$582,225. This figure is expected to reduce to an annual gross income of \$423,155 from 1 May 2024 when some of Council's commercial licenses reach expiry. Most of this income is currently received from commercial tenancies.

The future rental income arising from this Policy will depend on Council's future decisions about use of property. Should the next term of all community-based Leases and Licences continue on the basis of the peppercorn rent proposed in the draft policy, the annual income to Council would reduce by \$114,000. This may be offset by increases in future commercial income. These changes will occur progressively over a long period of time as there is a variety of current lease terms, some of which are quite long term.

Supporting community – other Council contributions

Council has had a long-standing commitment to support community and not-for-profit organisations supporting the Darebin community. It makes significant contributions on behalf of community and rate payers via leases and licenses. These include:

- In 2022-2023, Council's contributed maintenance funds to support community uses (excluding capital costs) of \$673,875 across 36 Community use facilities.
- Council contributed building insurance funds for the 2022/2023 year calculated to be \$100 per \$100,000 of the replacement cost of the building.

Financial Implications – Long Term Financial Sustainability and Building Renewal

It is critical for Council to have sufficient financial capacity to maintain its buildings to ensure that they are compliant, safe and are fit for purpose. Any gap in the maintenance and renewal funding program will result in the deterioration of the condition of its buildings, the eventual higher long-term cost to Council and an increase in Council's risk profile. In the longer term, the more Council's property portfolio can be 'financially self-sufficient', the more capacity Council has to maintain its community facilities for users in the long term.

Council currently does not recover enough rental from its commercial properties to pay for the maintenance and utility charges for its community Leases/Licences. Provision of these community facilities is funded substantially via general rates revenue.

A recent building condition audit found that 47% of Council's community-based buildings are greater than 30 years old. Going forward, these buildings will require an injection of capital funding to extend their useable lifespan and to ensure that they are fit for purpose. Council is not likely to be able to fully fund this itself. It will need to explore options for supporting community needs as these buildings reach the end of their life.

Implementation of the Policy

It is proposed that the policy would be implemented at the time it is endorsed by Council, noting that:

- Any changes for an existing occupier would only come into effect at the point the Lease or License is renewed.
- There being no or minimal financial impact to community-based Tenants and Licensees resulting from the implementation of this policy.

Community Engagement

Community Engagement is planned to consult with community of the Policy. Feedback will be used to consider adjustments to the Policy before finalisation and consideration by Council at its meeting in April 2024.

Community engagement will include:

- A Fact Sheet on the draft Leasing and Licensing Policy (**Appendix B**) to be uploaded onto the Your Say Darebin project page.
- Opportunity for all tenant or licensee organisations to meet with or attend a workshop with Council officers (running from end-January to end-February 2024).
- An online survey via Your Say Darebin project page including frequently asked questions, directions to contact Council Property and Business Improvement via telephone or email with queries or to request a hard copy survey.
- A survey on the Your Say page to obtain community feedback.
- Draft policy and survey made available in print form for pick-up or mailout through Council Officers.
- 2 – 3 Social media posts (Facebook, Instagram, LinkedIn Twitter).
- Staff 2 Staff newsletter.
- e-newsletters (What's on for Families, Sustainable Darebin, Your Darebin, Disability Access and Inclusion, Older and Active, EPCC, E-Business News).
- Printed material i.e., brochure or postcard (will include translated paragraphs for CALD communities).
- Targeted engagement with community groups.
- Targeted engagement with Council's Community Advisory Committees (i.e., Darebin Welcoming Cities Community Reference Group, Darebin Aboriginal Advisory Committee, Gender Equity Advisory Committee, Darebin Disability Advisory Committee, Sexuality, Sex and Gender Diversity Advisory Committee).

Communications to support the community engagement will include:

- Direct letters to all tenants and licences (including advice that targeted sessions will be held in Jan/Feb 2024).
- Printed materials such as brochure and posters, translated into top 6 languages with QR code link to Your Say page.
- Social media posts on Council corporate channels with links to Your Say page.
- Your Darebin e-newsletter and other business unit e-newsletters.
- Reference in DCN article.

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

Strategic Planning Principles

- (a) an integrated approach to planning, monitoring and performance reporting is to be adopted;
- (d) strategic planning must identify and address the risks to effective implementation;

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 Assessment Criteria contained in the Leasing and Licensing Policy sets out that any application to Lease or Licence council property must have regard to Council's cultural alignment with Darebin's values and community, quality, environmental and sustainable objectives outlined in the Council Plan.

The draft Policy further advises that it should be read in conjunction with council's Climate Emergency Policy 2017.

Equity, Inclusion, Wellbeing and Human Rights Considerations:

An Equity Impact Assessment was undertaken on 24 March 2023.

Economic Development and Cultural Considerations

The draft Policy enables Council to measure in a transparent way the economic impact and community benefit generated through the leasing and licensing of Council facilities.

Operational Impacts

Due to the reporting information that will be provided to Council's internal stakeholders, Council will be in a better position to understand and measure the level of benefit its Tenants/Licensees provide to the community.

Legal and Risk Implications

This draft Policy has been developed to increase Council's level of governance and reduce risk implications.

IMPLEMENTATION ACTIONS

1. Seek Council endorsement of the draft Lease and Licensing Policy to proceed to Community Engagement – December 2023
2. Commence Community Engagement – January 2024
3. Evaluation of Community Engagement responses – March 2024
4. Council consider community feedback and adopt a Lease and Licensing Policy in April 2024
5. Implementation of the Draft Leasing & Licensing Policy in April 2024



RELATED DOCUMENTS

This policy should be read in conjunction with Council's:

- 2021-2025 Council Plan.
- 2021-2031 10 Year Financial Plan.
- 2022-23 Annual Budget.
- Community Engagement Policy 2021.
- Breathing Space – The Darebin Open Space Strategy
- Toward Equality Framework – Darebin City Council's Equity, Inclusion and Human Rights Framework 2019-2029.
- Climate Emergency Policy 2017.
- Sporting Fees, Charges and Occupancy Agreement Policy (October 2016).

These can be accessed from the intranet under Council policies and strategies.

Attachments

- Draft Leasing and Licensing Policy (**Appendix A**) [↓](#) 
- Draft Leasing and Licensing Fact Sheet (**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.



[Draft] Leasing and Licensing Policy

<p>Purpose</p>	<p>The Leasing and Licensing Policy (Policy) supports decision-making in relation to occupancy arrangements on Council owned or managed land or buildings in accordance with its obligations under the <i>Local Government Act 2020</i>, and where applicable, the <i>Crown Land (Reserves) Act 1978</i> which Council manages as stewards on behalf of the Darebin community.</p> <p>It ensures that a consistent, fair and transparent framework is applied when negotiating and finalising all occupancy agreements that will be linked to Council's property portfolio.</p> <p>This Policy provides direction to maximise occupancy and utilisation of Council owned and managed assets including co-location, clustering and multi-use tenancies to maximise public value and the delivery of services to support our community.</p> <p>The Policy also provides a transparent approach by ensuring consideration of community benefits is factored into decision making and that appropriate information and data is collected to demonstrate the community benefits which are achieved through the provision of community resources via various occupancy agreements.</p>
<p>Scope</p>	<p>This Policy applies to leases and licences for all property assets, including land and structures on Crown and freehold land, occupied by community groups, not-for-profit organisations, private individuals and commercial entities.</p> <p>This Policy does <u>not</u> apply to:</p> <ul style="list-style-type: none"> • seasonal ground allocations, • Agreements on sporting pavilions and sporting facilities • ad-hoc or casual hire of halls; and • where Council is the Tenant or Licensee. • EV charging stations • Neighbourhood battery installations
<p>Definitions and Abbreviations</p>	<p>ELT: Executive Leadership Team</p> <p>ESM: Essential Services Maintenance</p> <p>Government Agency: A body whose purpose is to administer a service on behalf of government, including:</p> <ul style="list-style-type: none"> (a) a government department; (b) a Minister; (c) a local government; (d) a statutory authority; (e) a government-owned corporation; or (f) a subsidiary of a government-owned corporation <p>Head Lease: Where Council:</p> <ul style="list-style-type: none"> a) leases a property owned by a third party with the intention of sub-letting part or all of the building or land to a different occupant; or b) leases to a Tenant and the Tenant then rents out part or all of the premises to a third party under a Sub-Lease

Draft Leasing and Licensing Policy



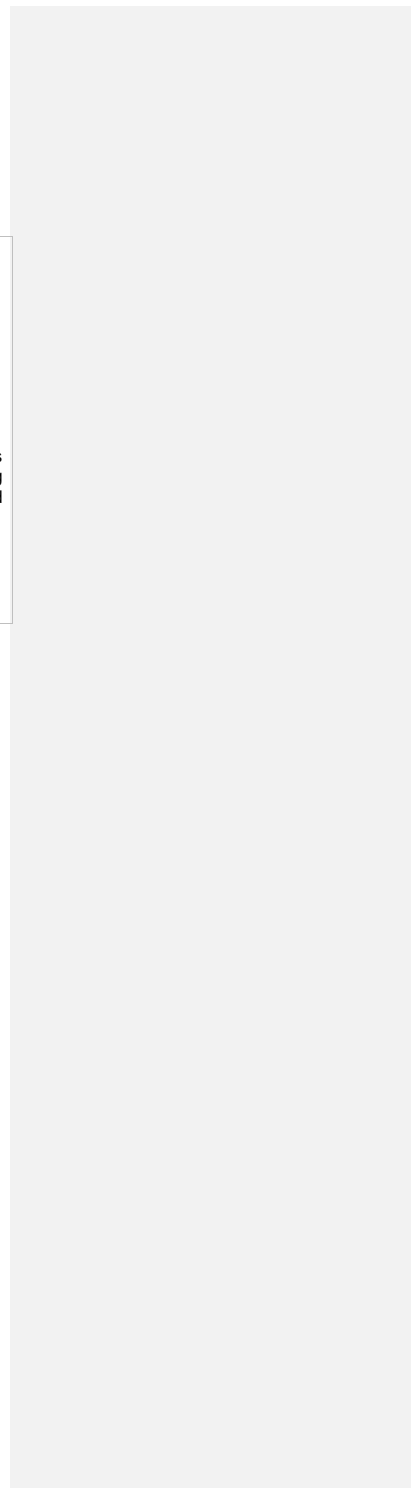
	<p>Sub-Lease: Where:</p> <ul style="list-style-type: none"> a) Council rents out part or all of a building or land which it does not own, but leases from a separate party under a Head Lease; or b) a Tenant leases land or a building to a third party which it rents from Council under a Head Lease. <p>Lease: Where exclusive occupation of a Council owned or managed land or building is granted to a Tenant for a fixed term in exchange for an agreed rental.</p> <p>Licence: Where non-exclusive occupation of a Council owned or managed land or building is granted to an occupant for a fixed term in exchange for an agreed licence fee</p> <p>Crown Land: Lands reserved and/or administered under the Crown Land (Reserves) Act 1978, Land Act 1958 and Forests Act 1958</p> <p>CoM: A Committee of Management appointed by the State Government to manage Crown Land.</p> <p>Tenant: An individual or organisation who is granted a Lease</p> <p>Licensee: An individual or organisation who is granted a Licence</p> <p>Service Custodian: The Council department appointed as the stakeholder and primary liaison with the Tenant/Licensee for matters not related to Lease/Licence management.</p> <p>Community Benefit Contribution: The rent/Licence fee discount offered by Council having regard to the Community Benefit offered by the Tenant/Licensee and being the difference between the market rental/Lease/Licence fee value and the actual rent charged.</p> <p>Commercial: Includes commercial and retail uses.</p>
<p>Policy Statements</p>	<p>When leasing or licensing Council owned or managed land or buildings, the approach will be clear, consistent and transparent and consistent with <i>Darebin Council Plan 2021-2025</i>, <i>Darebin 2041 Community Vision</i>, and other relevant Council policies.</p> <p>In instances where Council is appointed CoM over a parcel of land, that land will be leased in accordance with the Leasing Policy for Victorian Crown Land. A Licence of Crown Land may also be granted to a Licensee by Council as CoM, subject to approval by the responsible minister or delegate of the responsible Department.</p> <p>Objectives</p> <ul style="list-style-type: none"> • To provide a clear and transparent approach to Lease and Licence applications and provide clarity of Council's role as landlord and licensor. • To optimise the uses of Council's existing and future property portfolio, with particular focus on the encouragement of multi-use facilities. • To maximise the community benefits achieved via Council's investment in property. • To ensure rent and licence fee charges, and outgoing recoveries are managed in a fair and equitable manner. • To ensure the tenure of Council's owned or managed land or buildings are aligned with recommendations of Council's long-term strategic plans. • To ensure a fair and equitable assessment of Lease and Licence applications. • To enable the appropriate and effective management of all Council owned or managed land or buildings to maximise the useful life of these assets.

Draft Leasing and Licensing Policy



	<ul style="list-style-type: none"> • To provide for a fair and financially viable approach to the tenancy of Council owned or managed land or buildings. • To ensure compliance with relevant Legislation • To ensure Council land is leased and/or licensed for a purpose that benefits the community. • To ensure the key maintenance and capital work responsibilities are clearly defined and allocated to the appropriate authority or Lessee/Licensee. <p>Rental / Licence Fee Categories</p> <p>Each Lease or Licence application will be assessed against community benefits criteria to determine whether the Lease or Licence falls under the following categories. Once the category is determined, agreements will be developed and managed based on the information contained in Table 1</p> <ul style="list-style-type: none"> • Category A: Council Services / Community Purpose • Category B: Community Partnerships • Category C: Commercial • Category D: Government Agencies
--	--

DRAFT



Draft Leasing and Licensing Policy

Lease and Licence Agreement Rental Categories: Table 1

Category	Category Name	Definition	Rent	Outgoings/utilities/legal costs	Maintenance	Rent reviews	Term of agreement (maximum term unless approved by Council)
	Council Services / Community Purpose	Fully funded Council services or 'not for profit' groups /organisations with limited or no income generating capacity/Aboriginal and Torres Strait Islander Groups For example, not for profit Kindergartens or childcare centres would fall into this category	\$104+GST annual fee paid annually in advance. While occupiers in this category generally don't generate revenue and would not be charged, if the occupier started to generate revenue as outlined in the Revenue Generation clause (in this Policy) during the agreement term, then the Revenue Generation clause would apply (which provides for 10% or 20% revenue sharing with Council).	Each party pays its own legal costs.	Lease and Licence Renewals and New Agreements with an existing Tenant/Licensee: Outgoings/utilities responsibilities and liabilities for any new or renewal of Lease/Licence will be the same as the occupier's previous Agreement. New Agreements for new Tenants/Licensees: All outgoings/utility responsibilities and liabilities will be in line with existing agreements for a similar community use.	Lease and Licence Renewals and New Agreements with an existing Tenant/Licensee: Maintenance responsibilities and liabilities and Maintenance Schedule for any new or renewal of Lease/Licence will be the same as the occupier's previous Agreement. New Agreements: The Maintenance responsibilities and liabilities and the Maintenance Schedule will be in line with existing agreements for a similar community use. Tenant/Licensee Fixtures, Fittings & Equipment: Tenants/Licensees are responsible for maintenance, replacement and compliance of any fixtures, fittings and equipment that the occupier owns and/or have installed.	Nil Council Land • Lease 21 years • Licence 3 Years Council Land • Lease 5 years • Licence 3 Years Council may consider longer term agreements on a case-by-case basis. It will consider the objectives of this Policy and other considerations such as: <ul style="list-style-type: none"> Nature of the service provided and the long-term community need for service in this location. Community benefits of continuity of service Fitness for purpose of the building and the stage of lifecycle the building is at – eg, is it to be refurbished, redeveloped or at end of life? Any Community benefits arising from proposed investment in infrastructure by the occupier.
	Community Partnerships	Community and 'not for profit' groups with income generating capacity/Council partnership organisations with income generating capacity	\$104 annual fee paid annually in advance. Where revenue is generated as outlined in the Revenue Generation clause (in this Policy), then the provisions of this clause for 10% or 20% revenue sharing with Council would apply.		Lease and Licence Renewals and New Agreements with an existing Tenant/Licensee: Outgoings/utilities responsibilities and liabilities for any new or renewal of Lease/Licence will be the same as the occupier's previous Agreement. New Agreements for new Tenants/Licensees: All outgoings/utility responsibilities and liabilities will be in line with existing	Nil Lease and Licence Renewals and New Agreements with an existing Tenant/Licensee: Maintenance responsibilities and liabilities and Maintenance Schedule for any new or renewal of Lease/Licence will be the same as the occupiers previous Agreement. New Agreements: The Maintenance responsibilities and liabilities and the Maintenance Schedule will be in line with existing agreements for a similar type use. Tenant/Licensee Fixtures, Fittings & Equipment: Tenants/Licensees are responsible for maintenance, replacement and compliance of any fixtures, fittings and equipment that the occupier owns and/or have installed.	Note that community consultation will be undertaken when needed as part of making decisions about Council properties in line with Council's Community Engagement Policy and S115 of the LGA 2020 if proposal is greater than 10 years or a market rent exceeds \$100,000 per annum.

Part of Leasing and Licensing Policy

Commented [RO1]: Chris, does the crown update periodically, in which case should we reference it to whatever the state charge is noting the current mo \$104?

Commented [CR2R1]: I deleted this reference to remove any ambiguity to make this a fixed \$104 ch

			agreements for a similar community use.		
			Each party pays its own legal costs.		
Commercial	Commercial entities using Council facilities for commercial gain	Market Rate as determined by Council valuers + GST Council may consider applying a provision to receive turnover profit rental in addition to market rent.	All paid by the Tenant/Licensee, including Rates, taxes, building, glass and public liability insurance, levies and legal costs, subject to the Retail Leases Act Tenant/Licensee to pay 50% of Councils legal costs to draft and finalise the Lease	Council will take a commercial approach to negotiations of terms. Generally, all non-structural maintenance requirements are payable by the Tenant/Licensee and / or all maintenance where the building and associated infrastructure is constructed or delivered by the Tenant/Licensee	Annual fixed increases determined at prevailing market rates with a Market Rent Review at end of Term or 5 years, whichever is shorter
Government Agencies	Government agencies occupying Council land or facilities	Market Rate as determined by Council valuers + GST <i>Where the agency has installed infrastructure or improvements on the land for the benefit of the community, then the CEO may reduce the rent having regard to the benefit provided</i>	All paid by the Tenant/Licensee, including Rates, taxes, building, glass and public liability insurance, levies and legal costs, subject to the Retail Leases Act Where the Tenant leases air rights only, the Agency is to pay for all statutory and operating costs on the property (excluding the land at ground level) Tenant/Licensee to pay Councils legal costs to draft and finalise the Lease	Council will take a commercial approach to negotiations of terms. Generally, all non-structural maintenance requirements are payable by the Tenant/Licensee where the building and associated infrastructure is owned by Council. All maintenance requirements are payable by the Tenant/Licensee where the building and associated infrastructure is constructed or delivered by the Tenant/Licensee	Annual fixed increases determined at prevailing market rates

ift Leasing and Licensing Policy



<p>Policy</p>	<p>Standard Conditions: Leases and Licences will be prepared using Council approved standard templates prepared by Council's approved solicitors, incorporating relevant special conditions. These templates are to be reviewed and updated every 2 years or as required due to legislative changes.</p>
<p>Rent & Community Benefit Contribution</p>	<p>The Lease/Licence Schedule contained within a Category A and B Lease and Licence Agreement will specify:</p> <ol style="list-style-type: none"> 1. The total net Rental /Licence fee (in accordance with Table 1 of the Policy) 2. The applied Commencing Community Benefit contribution from Council 3. The Commencing Market Rent as assessed by Council's valuer or the Net Annual Value.
<p>Revenue Generation</p>	<p>This clause will apply where a Category A or B Tenant/Licensee is paying a peppercorn rent and derives income from any of the following activities:</p> <ol style="list-style-type: none"> a) Subletting/Sublicensing b) Hiring rooms for private use (personal or commercial uses) c) Hiring rooms to not-for-profit groups where the room hire fee is greater than the Room Hire Fee for Senior Citizen Centres as detailed in Council's Fees and Charges budget for that applicable year. (\$11/hr in 2022/23) d) Advertising revenue e) Regular income from ongoing bar or restaurant operations <u>excepting where that operation is used primarily to deliver a funded training program rather than generating income to the occupant.</u> f) Commercial licensing arrangements on the premises <p>For the purposes of assessing income for this clause, this does not include the occupier's fundraising events, nor community events or training that is run by not-for-profit entities.</p> <p>The rental of Lease/Licence fee will be adjusted for the following increases:</p> <ol style="list-style-type: none"> 1. Where the Council has provided the building from which the abovementioned income is derived, Council will receive additional annual income in the amount of 20% of the Tenant's or Licensee's gross revenue (excluding GST). 2. Where the Tenant or Licensee has provided the building from which the abovementioned income is derived, Council will receive additional annual income in the amount of 10% of the Tenant's or Licensee's gross revenue (excluding GST). <p>Notwithstanding anything in this provision, the additional income received by council in any one year cannot be greater than the assessed market rent for the Lease/Licence (GST exclusive) for that same period.</p> <p>The Tenant or Licensee is responsible for the Council's legal costs in approving and executing any sublease or sublicense for a commercial activity.</p>
<p>Arrears</p>	<p>Council may take action against a Tenant or Licensee to recover arrears where the Tenant or Licensee fails to pay any invoiced amounts for rent, licence fees and outgoings or other invoiced recoverable charges it is liable to pay under its agreement to Council within the period set by the terms and conditions of the Lease/Licence.</p> <p>Following continued period of non-payment, Council may, at its absolute discretion, issue an appropriate breach notice to the Tenant or Licensee. Where the breach is not remedied, Council may take action to terminate the Agreement.</p>

Commented [RO3]: I'm not sure about whether th sufficiently clear. Would one apprentice count? Is more about whether the overall operations are reti 'commercial-like' funds to the NFP?

Draft Leasing and Licensing Policy



<p>Subletting/Sublicensing</p>	<p>All Council Leases/Licenses will contain the right to sublet/sublicense subject to Council's absolute discretion. The sublease/sublicence will need to be consistent with the permitted use, purpose and term of the head lease, and any planning controls that apply.</p> <p>In the case of Crown land, the consent of the Minister for Department of Energy, Environment and Climate Action (DEECA) will also be required.</p> <p>Tenants and Licensees must not negotiate directly with any telecommunications provider (or similar service provider) in relation to the installation of high and low impact telecommunication facilities on Council owned or controlled land and buildings.</p>
<p>Merging or Novation</p>	<p>The Tenant/Licensee must obtain Council's consent before merging with another community group, organisation or club. Failure to do so will result in a breach of the Lease/Licence agreement and Council will have the right to terminate the Agreement.</p>
<p>Community Needs Assessment</p>	<p>Prior to leasing/licensing or renewing a Lease/Licence on a Council owned/managed property or premises, Council officers will undertake a strategic assessment of community needs for the long-term community benefit that maximises the social, cultural, recreational, environmental and economic outcomes for which the property is held.</p>
<p>Assessment Criteria</p>	<p>All prospective Tenants/Licensees for Council property, including existing Tenants/Licensee renegotiating a Lease or Licence, are required to prepare an application that specifically outlines how the proposed use of the facilities addresses the Assessment Criteria as requested by Council.</p> <p>When considering new agreements, Council will conduct the necessary research and due diligence in line with the Assessment Criteria which will include as a minimum:</p> <ul style="list-style-type: none"> a) <i>Track Record</i> – Relevant experience, capability to deliver on contractual obligations, financial capacity, quality of services delivered to the community and Tenant/Licensee history. b) <i>Financial Offer</i> – Proposed financial investment in the asset, initiatives to honour contractual commitments and other financial offers. c) <i>Vision and Proposed Value</i> – Proposed vision and community benefit to be provided through use of the facility. That benefit can be tangible or intangible. d) <i>Community and Social Responsibility</i> – Cultural alignment with Darebin's values and elements of the proposal that achieve community, quality, environmental and sustainable objectives as outlined in the Council Plan e) <i>Condition of Offer</i> – Any specific elements of the proposal including requests for exclusive use. f) <i>Council Financial Commitment</i> – Required works or capital commitment to be invested by Council. g) <i>Length of Tenure</i> – Considerations will include service needs and community benefits and tenant willingness and capacity to support the ongoing upkeep of the land and/or premises and to contribute to capital improvement and facility enhancement over the requested lease term. h) <i>Risk Mitigation</i> – Identify, evaluate and mitigate likely actual and potential risks. i) <i>Fit for Purpose</i> – The proposed use of the property is appropriate taking into account building and planning requirements. j) <i>Property Utilisation</i> – See <i>Maximising Utilisation of Council Property</i>

Draft Leasing and Licensing Policy



Negotiations	At all times, Council retains the right to determine whether or not direct negotiations shall take place with a current tenant/licensee or applicant.
Expiration of Agreements	<p>For Category A and B Leases/Licenses that have a term longer than three-years, Council will use reasonable endeavours to give notice to an existing Tenant/Licensee eighteen months prior to the expiration date of its occupancy agreement. This notice will request the Tenant/Licensee to register its interest in seeking a new Lease/Licence for a further term.</p> <p>Notwithstanding that Council has no requirement to offer the current Tenant/Licensee an offer to renew its occupancy agreement, Council will use reasonable endeavours to provide the current Tenant/Licensee with confirmation on whether a new Lease/Licence will be offered at least prior to twelve months before the expiration date.</p>
Expression of Interest	<p>For buildings that are available for lease/licence or where Council has determined the community would be better served by an alternate use, Council will conduct an Expression of Interest process to identify occupiers. The purpose of this is to maximise community benefits and to ensure fair and transparent opportunities for organisations to access properties owned by Council on behalf of community.</p> <p>Council reserves the right to negotiate solely with an existing occupier where it is satisfied that the best community benefit can be achieved by doing so. In making this assessment, Council will consider:</p> <ul style="list-style-type: none"> • Nature of the service provided and the long-term community need for service in this location. • Community benefits of continuity of service • The utilisation of the facility is being maximised to the satisfaction of Council. • Fitness for purpose of the building and the stage of lifecycle the building is at – eg, is it at end of life, due to be refurbished or redeveloped? • Any benefits to Council or the community arising from existing or proposed works to the premises by the occupier. • If the criteria are met and Council is satisfied that community benefit can be achieved, then there is a presumption in favour of negotiating with the existing occupier.
Gambling	Council will not permit any form of gambling or betting activity in its Leased/Licensed facilities and will not enable any Lessee or Licensee to have a direct or indirect relationship with gaming or betting activities.
Maximising Utilisation of Council Property	<p>Council is committed to maximising access to and use of its facilities for the benefit of Darebin’s community. Accordingly, Council will give preference to applications where the maximum utilisation of the premises can be achieved. Council welcomes applications that propose multipurpose uses, or which propose sharing of space between more than one organization.</p> <p>Community Organisations have the onus of justifying any request for exclusive use and demonstrating that this will result in good rates of use at different times of the day, week and year.</p> <p>When assessing an Expression of Interest application for exclusive use, Council will assess the following factors:</p> <ol style="list-style-type: none"> a) The applicant’s service needs (sensitive work, security risks, space requirements, commercial premises)

Draft Leasing and Licensing Policy



	<p>b) The level of capital investment to be injected into the property by the applicant.</p> <p>c) The level of benefit delivered to the community.</p> <p>Notwithstanding the Subletting/Sublicensing clause above, Council will support occupiers to sublet to aligned not-for profit organisations to optimize use of Council Property.</p> <p>Where an occupier is not proposing to utilise the whole premises at all times or where Council requires part of the premises to be set aside for Council or community use, the best ways to maximise utilisation will be explored during agreement negotiations and could include: some room availability reserved for use by Council or other not-for-profit community groups; or establishment of a license for use by another user.</p>
Insurance	<p>Council insures its assets for replacement value and public liability. Tenants and Licensees are advised to insure their fixtures, fittings and possessions as Council's insurance does not cover these.</p> <p>Tenants and Licensees are required to take out and maintain public liability insurance to a value as determined from time to time by Council. Tenants and Licensees must provide Council with evidence of this cover prior to the commencement of the Lease/License and annually thereafter.</p>
Works by the Tenant/Licensee	<p>The Tenant/Licensee must not apply for any Planning or Building Permit or carry out any alterations, improvements, additions or structural works to the Premises or the land without the Council's prior written consent.</p>
Security	<p>For commercial leases (Category C), to protect its interest against the Tenant/Licensee not fulfilling its obligations under the Lease/Licence, Council reserves the right to require the Tenant/Licensee to pay a security deposit or provide a bank guarantee prior to the commencement of the Lease/Licence Agreement. Council will assess the amount of the security deposit or bank guarantee having regard to the level of financial risk to Council; being, the term of the agreement, the extent of Tenant/Licensee works to be reinstated at Lease/Licence expiry and the level of capital injected into the property by Council.</p>
Reinstatement	<p>All improvements made to the land or premises by the Tenant/Licensee or approved to be made by the Tenant/Licensee will revert to Council at cessation of the Lease/Licence except where Council requires the Tenant/Licensee to remove such improvements and reinstate the land or premises to the same condition as prior to the Lease/Licence.</p>
Permitted Use	<p>Council will not, without the appropriate approvals, permit a change (which may be granted or withheld in Council's absolute discretion and subject to other conditions) in the use of the premises/land from the Permitted Use which would require a change in the planning and building permits and compliance with building regulations. Council is permitted to determine and end the Lease or Licence under these circumstances.</p>
Occupational Health & Safety	<p>The Tenant or Licensee will remain responsible for meeting the requirements of any applicable Occupational Health & Safety legislation or other lawful requirements.</p> <p>In the event that Council becomes aware of a substantial risk to the health and safety of a Tenant or Licensee, the general public, or any third party, then Council, after giving the Tenant/Licensee due and reasonable notice (having regard to the severity of the risk, may enter onto the Property to resolve such issues (at the cost</p>

Draft Leasing and Licensing Policy



	<p>of Council unless the issue is a default of the Licensee or Tenant) and will use reasonable endeavours to cause as little disruption as possible.</p> <p>Where the substantial risk to any party is considered by Council to be severe or life-endangering, then in addition to any right to enter the Property, Council may restrict access to part or all of the property, close the premises for a period as Council reasonably considers necessary, and/or terminate the Lease/Licence.</p>
Retail Leases Act	<p>Noting the exemptions below, the <i>Retail Leases Act 2003</i> (RLA) will apply to Leases (not Licences) where the premises are used wholly or predominantly for the sale or hire of goods by retail or the retail provision of services.</p> <p>The RLA imposes certain rights/obligations on parties to a Lease including:</p> <ul style="list-style-type: none"> - Council must provide a disclosure statement to a Tenant with estimates of the costs payable by the Tenant; - No Land Tax can be recouped from the Tenant; - The Lease must be at least 5 years in length (unless the Tenant applies to the Small Business Commissioner for a waiver certificate); - Council cannot recoup legal costs for negotiation, preparation or execution of the Lease; - Where a Lease contains an option to renew, Council must provide written notice to the Tenant of the option within certain timeframes before the term expires.
Retail Leases Act Exemption	<p>Often Council Leases which would otherwise be classed as a retail lease are granted an exemption from the RLA.</p> <p>The most common exemptions for Council Leases are on the following grounds:</p> <ul style="list-style-type: none"> - The rent is under \$10,000 per annum and the premises are used wholly or predominantly for: <ul style="list-style-type: none"> o (i) public or municipal purposes; or o (ii) charitable purposes or - The rent is under \$10,000 per annum and the premises are used wholly or predominantly by a Tenant who: <ul style="list-style-type: none"> o exists for the purposes of (and which uses the premises for) providing or promoting community, cultural, sporting, recreational or similar facilities or activities or objectives; and o applies its profits in promoting its objects; and o prohibits the payment of any dividend or other amount to its members. <p>Where an exemption applies, the Lease expressly states that the RLA does not apply based on the Tenant and/or their use of the premises.</p> <p>No exemption applies where the Lease would otherwise be a retail lease and the rent is greater than \$10,000, even where the other exemption requirements are met.</p>
Release and Indemnity	<p>The Tenant/Licensee occupies and uses the Premises and enters and uses the Land its own risk and releases Council from all claims resulting from any liability, loss, damage, expense, death or injury in connection with the Premises (except to the extent that Council is negligent).</p> <p>The Tenant/ Licensee must indemnify and hold harmless Council against all claims resulting from any liability, loss, damage, expense, death or injury in connection with</p>

Draft Leasing and Licensing Policy



	<p>the Premises and the use and occupation of the Premises by the Tenant/Licensee (except to the extent that Council is negligent).</p>
Child Safe Standards	<p>Any Tenant or Licensee classed as an Entity subject to Child Safe Standards under the Child Wellbeing and Safety Act 2005 that:</p> <ul style="list-style-type: none"> • provides any services specifically for children, or • provides any facilities specifically for use by children who are under the organisation's supervision, or • engages (whether paid or unpaid) a child as a contractor, employee or volunteer to assist the organisation in providing services or facilities or in producing or providing goods. <p>will be required to comply with the Victorian Child Safe Standards and all applicable legislation at all times. This may include an agreement to adhere to Council's Safeguarding Children Policies or the provision of documentation demonstrating compliance against the Child Safe Standards. The manner in which compliance will need to be demonstrated will be determined as a part of the assessment criteria process within this policy.</p>
Reporting	<p>Where required by Council, Tenants and Licensees in Classification A & B Tenants/Licensees must, on request or within 3 months of the end of each financial year provide Council with annual reports detailing the organisation's:</p> <ul style="list-style-type: none"> • Business plan • Audited annual financial statement. • Marketing plan • Membership details • Community usage details • Grants sought and received. • Utilisation metrics (building/facility usage information) • Community benefits and programs delivered to Darebin and its residents. • Social and environmentally sustainable outcomes and achievements • Alignment to Council Objectives • Venue occupancy data • Revenue generation details • Employee and/or volunteer numbers <p>In requesting the above information, Council will have due regard to:</p> <ul style="list-style-type: none"> • Where the creation of the requested reporting is not readily available and will cause an administrative or financial burden on the Tenant/Licensee. • Where the delivery of the requested information will cause the Tenant/Licensee to breach Privacy legislation <p>Council will liaise with Tenants/Licensees to confirm the information to be provided annually at the beginning of the agreement. This will be done to balance the need for information about community benefits with the need for straight forward reporting that is not an undue burden.</p>
Legal Documentation	<p>The Tenant/Licensee will be required to execute Council's standard Lease/Licence Agreement. This Agreement must be fully executed prior to the Tenant/Licensee being permitted access to the Premises.</p> <p>Council will determine the whether the Agreement used to formalise the agreed terms and conditions between the Parties will be a Lease or a Licence. This determination will be based upon:</p>

Draft Leasing and Licensing Policy



	<p>1. The exclusive nature of the proposed occupation 2. Whether the occupation and utilization of the premises is maximized 3. Whether the tenure is less than 12 months</p> <p>Where an organisation would otherwise be granted a Licence but is seeking use of the land or building:</p> <ul style="list-style-type: none"> - only one day per week (or less); - fewer than 6 hours per week total; or - on an irregular or non-recurring basis <p>Then Council will enter into a hire arrangement with the organisation rather than a Licence.</p> <p>Council may enter into Lease or Licence agreement with Telecommunications Carriers/Operators that is not a standard Council Agreement where that Agreement is either adopted by other Councils and it is approved by Council's solicitor.</p>	
<p>Key Responsibilities</p>	<p>Council</p>	<p>Provide approval on Leases/Licences which:</p> <ul style="list-style-type: none"> • have a rent or current market rental value of \$100,000 or more (and are for a term of one year or more); or • have a term of 10 years up to a maximum of 50 years; or • contain development works.
	<p>Chief Executive Officer:</p>	<p>Execute Leases/Licences on behalf of Council which require public advertising under Section 115 of the <i>Local Government Act 2020</i></p>
	<p>Council Managers and General Managers</p>	<p>Where a Lease/Licence term is equal or less than two (2) years and is in line with the Policy, the relevant officer may execute Leases and Licences which do not require public advertising under Section 115 of the <i>Local Government Act 2020</i> and comply with the current <i>Instrument of delegation and financial delegations</i>.</p>
	<p>Leisure and Recreation</p>	<ul style="list-style-type: none"> • Noting that this Policy does not cover recreation and leisure facilities Leases, Licences or agreements, management of Leisure Services Seasonal Agreements and major contract agreements for DISC, Bundoora & Northcote Golf Course, DISC, etc will continue to be the responsibility of Council's Recreation and Libraries Department (or any successor Department);
	<p>Service Custodians</p>	<ul style="list-style-type: none"> • Be the primary contact for day-to-day liaison with the Tenant/Licensee. • Obtain all required and relevant information from the prospective Tenant/Licensee to determine: <ul style="list-style-type: none"> - its financial position; - its assessment against the Community Benefit criteria; and - its Lease /Licence Category. • Where requested by Property Services, annually assess all necessary community benefit annual reports required under the Lease/Licence and report the Tenant's/Licensee's compliance in this regard to Property Services.

Draft Leasing and Licensing Policy



		<ul style="list-style-type: none"> • Redirect any requests for proposed capital works by the Tenant/licensee to Property Services and Facilities for their review and approval. • Promptly provide Property Services with any correspondence it receives from the Tenant/Licensee that is relevant to the Lease/Licence or the property. • Promptly provide Property Services with all information relevant to the Tenant/Licensee and any notices issued by an Authority which affects the property. • Annually undertake a condition inspection of the Premises with a representative of Property Services • Enable the provision of keys and collections of security bonds where necessary. • Ensure Service agreements are to be set in place to meet key performance indicators and funding grants (where applicable) • Manage current and future grant application processes. • Where requested by Property Services, assist in negotiating and remedying any breach in relation to the occupancy of the site or operating standards.
	<p>ELT Reporting</p>	<ul style="list-style-type: none"> • The Manager Property and Asset Strategy will provide quarterly updates to ELT on the property portfolio.
	<p>Property Services Team:</p>	<p>Where the property is managed by Property Services, it will:</p> <ul style="list-style-type: none"> • Raise, recover and account for rental and outgoings charges and ancillary recoveries. • Provide Stakeholders with a report notifying forthcoming critical dates. • Be the primary contact from the Tenant/Licensee on maintenance issues. • Develop the Policy, provide advice, guidance, template agreements and key Lease and Licence terms. • Attend negotiation meetings to support the relevant Service Manager (as requested). • Maintain a Lease and Licence register. • Provide advice to the relevant Service Manager regarding compliance with any existing agreements and legislation. • Leading and supporting the relevant Service Manager to negotiate terms with Tenant/Licensee in line with the Policy. • Obtain information relating to prospective Lessees or Licensees to assist with determining their eligibility to enter into a Lease or Licence agreement with Council. • Ensure legal requirements are met. • Annually request and obtain all necessary community benefit reports required under the Lease/Licence. • Manage any requests for proposed capital works, alterations or improvements to the premises by the Tenant/Licensee. • Monitor Tenant/Licensee compliance with the terms and conditions of the Lease or Licence.

Draft Leasing and Licensing Policy



		<ul style="list-style-type: none"> • Promptly notify the Stakeholder Manager where the Tenant/Licensee is non-compliant in its Lease/Licence obligations. • Provide relevant reporting from the Lease and Licence register. • Promptly provide relevant Service Manager with any compliance notice received on the property. • Write Council reports for proposed Leases and Licences. • In consultation with the Community Engagement Team, develop community consultation plans for proposed Leases and Licences as and when required. • Apply for approval in principle (grant and purpose) from DELWP if Council is considering entering into a Lease or a Licence for Crown land under the Crown Land (Reserves) Act 1978. • Commission a building condition report as at Lease/Licence commencement, at regular intervals throughout the term, and prior to the end of the Lease/Licence term. • Lead the end of Lease/Licence process. • Be responsible for recovery of outgoing and undertaking rent reviews in a timely manner. • Manage a security deposit/bank guarantee register in accordance with terms of Lease/Licence and relevant legislation. • Obtain copies of evidence of relevant insurances from the Tenant/Licensee. • Be responsible for ensuring that Lease and Licence templates are regularly reviewed and updated. • Manage any breaches by the Tenant or Licensee. 		
	<p>Victorian Government (DEECA)</p>	<ul style="list-style-type: none"> • Before Council can grant a Lease or Licence over Crown Land, Council must first obtain 'grant and purpose approval' from DEECA to ensure that the permitted use is not contrary to the 'reserved purpose' of the land. • All Leases and Licences on Crown Land must use the form and wording of the Crown Agreement template. All such agreements have Special Conditions tailored to the individual Tenant/Licensee. • Review and approve all Leases and Licences entered into on Crown Land. • Ensure the occupancy of Crown Land aligns with the intended purpose of the land. • Set the standard terms for all agreements on Crown Land; and • Review and approve all alterations, additions and developments on Crown Land. 		
<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</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</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</p>	<p>We have Integrity: We act with integrity and transparency in conversations and decision-making. Through open and</p>
<p>We Make a Difference: We are driven by our desire to make a difference for the people we serve. Our work is</p>	<p>We have Integrity: We act with integrity and transparency in conversations and decision-making. Through open and</p>			

Draft Leasing and Licensing Policy



	<p>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>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>
Conflict of Interest	Officers managing any Lease or License transaction must sign the approved Council Confidentiality and Conflict of Interest form for Property Matters. The signed form must be provided to the Manager, Property and Asset Strategy and saved in the Objective folder for that relevant property. Officers declaring a Conflict of Interest cannot take active management in the processing of that Lease or License.	
Breach of Policy	Breaches of policies are treated seriously. Any concerns about non-compliance should be reported immediately to the owner of this policy.	
Implementation	This Policy will be implemented upon receiving Council endorsement.	

GOVERNANCE

Parent Strategy/Plan	Property Management Framework
Related Documents	<p>This policy should be read in conjunction with Council's:</p> <ul style="list-style-type: none"> • 2021-2025 Council Plan • 2021-2031 10 Year Financial Plan • 2022-23 Annual Budget • Community Engagement Policy 2021 • Breathing Space – The Darebin Open Space Strategy • Toward Equality Framework – Darebin City Council's Equity, Inclusion and Human Rights Framework 2019-2029 • Climate Emergency Policy 2017 • Sporting Fees, Charges and Occupancy Agreement Policy (October 2016). <p>These can be accessed from the intranet under Council policies and strategies.</p>
Supporting Procedures and Guidelines	Leasing and Licensing Procedures and associated pro mapping documents are located in the Process Library on Council's intranet.
Legislations/	Local Government Act 2020

Draft Leasing and Licensing Policy



Regulations	Local Government Act 1989 Local Government (General) Regulations 2015 Land Acquisition & Compensation Act 1986 Retail Leases Act 2003 Retail Leases Regulations 2003 Crown Land (Reserves) Act 1978 Land Act 1958 Occupational Health and Safety Act 2004 Residential Tenancies Act 1997 Planning and Environment Act 1987 Health Act 1958 Children's Services Act 1998 Cemeteries & Crematoria Act 2003 Building Act 1993 & Building Regulations 2006 Building Code of Australia (BCA) - National Construction Code Heritage Act 1995 Planning and Environment Act 1987
Author	Manager Property and Asset Strategy
Policy Owner/ Sponsor	Coordinator Property Services
Date Effective	TBC
Review Date	Three years from adoption
Version Number	2.10 (30 November 2023)
Document ID	
Content Enquiries	Coordinator Property Services

Draft Leasing and Licensing Policy



the place to live

DRAFT LEASING AND LICENSING POLICY - FACT SHEET

Council is seeking community feedback on a draft Leasing and Licensing Policy. This policy aims to ensure we have a consistent and transparent approach to managing lease arrangements of Council’s property portfolio.

These include Council-owned or managed land or buildings occupied by not-for-profit entities, community groups, First Nations groups, commercial businesses, and government agencies.

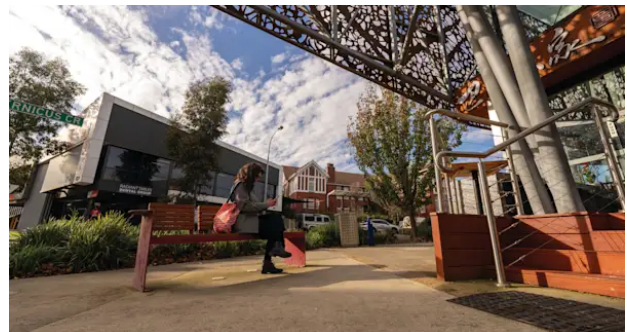
The draft policy categorises leases and licences into the following groups:

- **Category A:** Council Services / Community Purpose
- **Category B:** Community Partnerships
- **Category C:** Commercial
- **Category D:** Government Agencies

What is changing?

The proposed policy would mean the following changes to leases:

- **Category A:** rent will be charged at \$104 per annum with maintenance responsibilities on existing agreements at renewal to remain unchanged.
- **Category B:** rent will be charged at \$104 per annum with Council sharing in gains from commercial-like income generated by the occupant. Council has increased its reporting requirements to enable it to have visibility on the benefits and programs provided to the community. This is something we are particularly keen to get community feedback on.
- **Categories C and D:** will be charged commercial rent rates.



This proposed policy will not affect any current leases, it will only come into effect at the time a lease is up for renewal.

This draft policy does not apply to seasonal ground licences, agreements on sporting facilities and pavilions and casual hall hire.

We want to hear from the community with your thoughts on this policy.

Find out more or have your say from 4 December 2023 to 3 March 2024 at yoursay.darebin.vic.gov.au/leasingandlicensingpolicy

For further information please contact us at leaseandlicensing@darebin.vic.gov.au or 8470 8888.

CITY OF DAREBIN

274 Gower Street, Preston
PO Box 91, Preston, Vic 3072
T 8470 8888 F 8470 8877
E mailbox@darebin.vic.gov.au
darebin.vic.gov.au



National Relay Service
relayservice.gov.au

If you are deaf, or have a hearing or speech impairment, contact us through the National Relay Service.



Speak Your Language
T 8470 8470

العربية	नेपाली	हिंदी	Español
繁體中文	Italiano	ਪੰਜਾਬੀ	اردو
Ελληνικά	Македонски	Soomalii	Tiếng Việt



9.5 PROPERTY MATTERS – LEASING OF NEIGHBOURHOOD BATTERIES (ALPHINGTON)

Author: Coordinator Property Services

Reviewed By: General Manager Operations and Capital

EXECUTIVE SUMMARY

This report recommends that Council establish a lease with Village Power, for the installation of a neighbourhood battery at Village Power's preferred location (Option C) within Council's land located at 2 Wingrove Street, Alphington (**Attachment A - Site Plans - Neighbourhood Battery and Licensed Areas**).

Village Power is seeking a full commercial lease for a period of 9 years and have agreed to a break clause being inserted into the agreement should the land at 2 Wingrove Street, Alphington be required for an alternate purpose following Council's proposed masterplanning work at the site. The break clause will specify that in the event that Council exercises this break clause, Council will not be liable for any claim for compensation, nor would Council be required to find an alternative location to house the battery.

Prior to commencing lease negotiations on this matter, Council supported the application by Village Power to install and operate a Neighbourhood Battery in Alphington and exchanged letters with Village Power to acknowledge the key terms required in the establishment of the neighbourhood battery.

Officer Recommendation

That Council:

- (1) Note that in August 2023 Village Power received a grant of \$750,000 from the Department of Energy, Environment and Climate Action (DEECA) to implement the first subscription model community battery in Victoria.
- (2) Grant a new lease to Village Power to occupy part of Council's land located at 2 Wingrove Street, Alphington, for the establishment of the community battery. The lease will be drafted to include the following key terms and conditions:
 - a) Initial Lease term of 9 years with no option for a further term
 - b) Full Market Rental Value as determined by Council's valuer
 - c) Rent increases: 3% per annum
 - d) Lease Area – Approximately 15 square metres.
 - e) Break Date – Council will have the right to terminate the lease at anytime after six years from the commencement date of the lease at no penalty to Council.
 - f) Community benefit reporting – Village Power to provide Council with annual reports on the benefit this battery installation is providing to the community and the environment.
- (3) Note there is no requirement for community consultation to establish a lease for Council property in accordance with *Section 115 of the Local Government Act 2020*.

- (4) Authorise the Manager Property and Asset Strategy to negotiate and finalise all other terms and conditions of the lease.
 - (5) Note that Village Power intends to deliver the battery and have it operational by a date no later than 31 December 2024.
-

BACKGROUND / KEY INFORMATION

Village Power is a non-for-profit organisation that seeks to support the transition to renewable energy infrastructure. Village Power and Darebin worked together in 2021-2022 to study the possibility of installing a subscription model community battery to service a sector of the Darebin community. Village Power undertook a feasibility study in 2022 on viable spaces within Darebin municipal boundaries. Ultimately, it was determined that 2 Wingrove Street Alphington, was the most suitable location for a neighbourhood battery and that there is a market opportunity to deliver such a project, which will be the first of its kind in Victoria.

On 13 April 2023, Council provided a letter of support in principle to consider 2 Wingrove Street, Alphington as a potential site to host a neighbourhood battery for Village Power.

In August 2023 Village Power received a grant of \$750,000 from the Department of Energy, Environment and Climate Action (DEECA) to implement the first subscription model community battery in Victoria. Village Power is now seeking to enter into an agreement with Council to lease approximately 15 square metre of vacant land at 2 Wingrove Street Alphington to facilitate the delivery of this community battery.

The battery is intended to directly service and benefit up to 185 households. These benefits include:

- Supporting solar uptake by increasing capacity for households to export energy to the grid.
- Reduce electricity costs through a subscription model to the battery.
- Increase the price of the feed in tariff received from households,
- Improve community connectedness and resilience.
- Improve community models.

Details of the Installation

The design, development and installation of the battery will be undertaken in consultation with Council's Climate Emergency and Sustainable Transport department. Village Power have provided some images of a similar project delivered in Fitzroy (**Attachment B – Comparable battery**).

Previous Council Resolution

There is no direct Council resolution that applies to Village Power's application. However, the following resolution was passed to note the provision of a community battery within 2 Wingrove Street, Alphington (see point 8).

At the special meeting held on 25 January 2023, Council considered Item 5.1 at which there were two relevant clauses in its resolution:

That Council:

(4) Note that Council does not have a master plan for the long-term use of this property and, in light of the end of the lease, that work will commence to develop a Master Plan for 2 Wingrove Street Alphington to determine the long-term future of the property with consideration to the 2041 Darebin Community Vision.

(8) Note that 2 Wingrove St Alphington has been identified as a potential site for the installation of a community battery within Darebin, and provision will be made for land of approximately 40 to 60m² to be removed from the EOI for this property to support installation and community benefit should the grant funding be approved for a community battery.

ALIGNMENT TO 2041 DAREBIN COMMUNITY VISION

Strategic Direction 3: Climate, Green and Sustainable

ALIGNMENT TO 2021-25 COUNCIL PLAN

Strategic Direction 3: Climate, Green and Sustainable

Neighbourhood batteries are considered an important part of the energy transition as they provide a middle scale, local solution to the energy storage required to maximize energy production from renewable energy. Neighbourhood batteries are intended to help soak solar from local Solar PV, ensuring network reliability and reducing energy losses.

Neighbourhood batteries are still in the development stage. As such proof of concepts are required for some models such as the Village Power, which is based on an energy sharing model. This model not only helps increase the renewable energy, but also increases community awareness in the energy sector, increases community connectedness and resilience.

ALIGNMENT TO COUNCIL PLAN STRATEGIC OBJECTIVES

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

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

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

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

DISCUSSION

On 31 October 2023, property officers met with Village Power to understand and discuss each party's limitations, constraints and essential requirements to enable the successful outcome of the installation of a neighbourhood battery at this site.

Village Power's essential terms were:

- The battery installation needed to provide at least 5 years of operational life. As such, after allowing one year for installation and commissioning of the battery unit, the lease could not be terminated by a break clause before the end of the sixth year of the lease.
- The lease for the battery installation needed to be confirmed in December 2023.
- The battery installation needed to be operational by late 2024.
- The battery installation needed to be installed along the Wingrove Street boundary of the site to enable it to be connected into the required electrical distribution feed.

Council's limitations were:

- The subject property is regarded as a redevelopment site and is to be subject to a Masterplan, which is to be developed over the next 5 years.
- It cannot offer a lease longer than six years if the neighbourhood battery installation is to be located on any part of the land that is not subject to land fill without a break clause being included into the agreement.
- The location of the neighbourhood battery cannot impact the operation of the current licensees on the property.

The proposed Lease terms and conditions that have been agreed in principle by both parties are:

- Term – 9 years with no option for a further term
- Rent – Full Market Rental Value for the occupied land as determined by Council's valuer
- Rent increases: 3% per annum
- Lease Area – Approximately 15m² of land area. To be confirmed by survey after installation.
- Location – As shown as Option C in Attachment A being the southern boundary of 2 Wingrove Street.
- Maintenance – Village Power will be responsible for all maintenance and structural repair of the installation, including graffiti removal.
- Make Good – Village Power to remediate the site to the satisfaction of Council.
- Break Date – Council will have the right to terminate the lease at anytime after six years from the commencement date of the lease at no penalty to Council and with Council having no requirement to find an alternate location for the battery. (It is not expected that the battery installation will be operational until late 2024 and the operator requires 5 years of operational life)
- Community benefit reporting – Village Power to provide Council with annual reports on the benefit this battery installation is providing to the community and the environment.
- Legal Fees – Village Power to reimburse Council up to a value of \$1,500 plus GST.

Note that the granting of this Lease will not impact on the operation of any of the current Licensees at 2 Wingrove Street, Alphington.

Options:

The benefits and risks associated with the available options are detailed in the following table:

Options	Benefits	Risks
Approve the terms and conditions of a new lease at preferred location at Option C	Village Power will be on track to deliver an operational Neighbourhood Battery by late 2024.	Minimal risks for six years as the lease will include a break clause.
Change the preferred location to the north-west part of the site along Yarana Road	Council would be able to remove the break clause because the geotechnical nature of the land in this area is not stable and therefore it is unlikely to be suitable for development.	This would increase Village Power's establishment and connectivity costs as the battery unit needs to be located in Wingrove Street to be able to feed directly into the nominated distribution power lines.
Not approve a lease to Village Power	Able to commence redevelopment of the site from 19 May 2028 being two years earlier than if we have a lease (subject to planning and other approvals). This is because the break clause under the lease could not be activated until circa March 2030.	Village Power would need to explore alternative sites and may be delayed.

CONSIDERATION OF LOCAL GOVERNMENT ACT (2020) PRINCIPLES

Council officers are not required to undertake a statutory process, in accordance Section 115 of the *Local Government Act 2020*, that states: A Council must include any proposal to lease land in a financial year in the budget, where the lease is—

1. A Council's power to lease any land to any person is limited to leases for a term of 50 years or less.
2. Subject to any other Act, and except where section 116 applies, if a Council leases any land to any person subject to any exceptions, reservations, covenants and conditions, it must comply with this section.
3. A Council must include any proposal to lease land in a financial year in the budget, where the lease is—
 - a. for one year or more and—
 - i. the rent for any period of the lease is \$100 000 or more a year; or
 - ii. the current market rental value of the land is \$100 000 or more a year;
 - b. for 10 years or more.
4. If a Council proposes to lease land that is subject to subsection (3) and that was not included as a proposal in the budget, the Council must undertake a community engagement process in accordance with the Council's community engagement policy in respect of the proposal before entering into the lease.

It should be noted that Village Power site proposal is not subject to the statutory requirements as it does not meet the financial threshold on rent or the threshold on lease tenure.

Financial Management

Council will receive a commercial rent for the leasing of the land however this is not expected to be a significant value given the area to be leased to Village Power is only 15 square metres.

The non-tangible benefit of the neighbourhood battery will be the environmental benefit it will provide to that part of the Darebin community it will serve.

There will be no ongoing cost to Council as Village Power will be responsible for the maintenance, repair and removal of the battery.

Community Engagement

As in accordance with Section 115 of the Act, Council is not required to seek community engagement for the approval of this lease as the tenure of the Agreement is less than 10 years and the annual market rental is less than \$100,000 per annum.

Upon receiving Council endorsement of this lease, officers will provide a communication to the Licensees at 2 Wingrove Street to inform them of that decision.

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;
- (c) the economic, social and environmental sustainability of the municipal district, including mitigation and planning for climate change risks, is to be promoted;
- (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

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

Service Performance Principles

- (b) services should be accessible to the members of the municipal community for whom the services are intended;

COUNCIL POLICY CONSIDERATIONS

Environmental Sustainability Considerations (including Climate Emergency)

The battery is intended to directly service and benefit up to 185 households. These benefits include:

- Supporting solar uptake by increasing capacity for households to export energy to the grid.
- Reduce electricity costs through a subscription model to the battery.
- Increase the price of the feed in tariff received from households,
- Improve community connectedness and resilience.
- Improve community models.

Equity, Inclusion, Wellbeing and Human Rights Considerations:

An Equity Impact Assessment has not been undertaken on the proposed Leases.

Economic Development and Cultural Considerations

There are no economic developments and cultural considerations in relation to the proposed leases.

Operational Impacts

Village Power acknowledge that Council’s proposal to provide it with a nine-year lease which will be subject to a break clause which enables Council to take back the site after 6 years. This provision ensures that Council may use the land for an alternate purpose under a proposed Master Plan whilst enabling Village Power to have five years of operation.

Legal and Risk Implications

Council will engage a solicitor to prepare the Lease document to ensure that any risk to Council, is mitigated or significantly reduced.



IMPLEMENTATION ACTIONS

- Council meeting: 18 December 2023
- Issue Lease Agreement: February 2024
- Finalise Lease execution February/March 2024

RELATED DOCUMENTS

Nil

Attachments

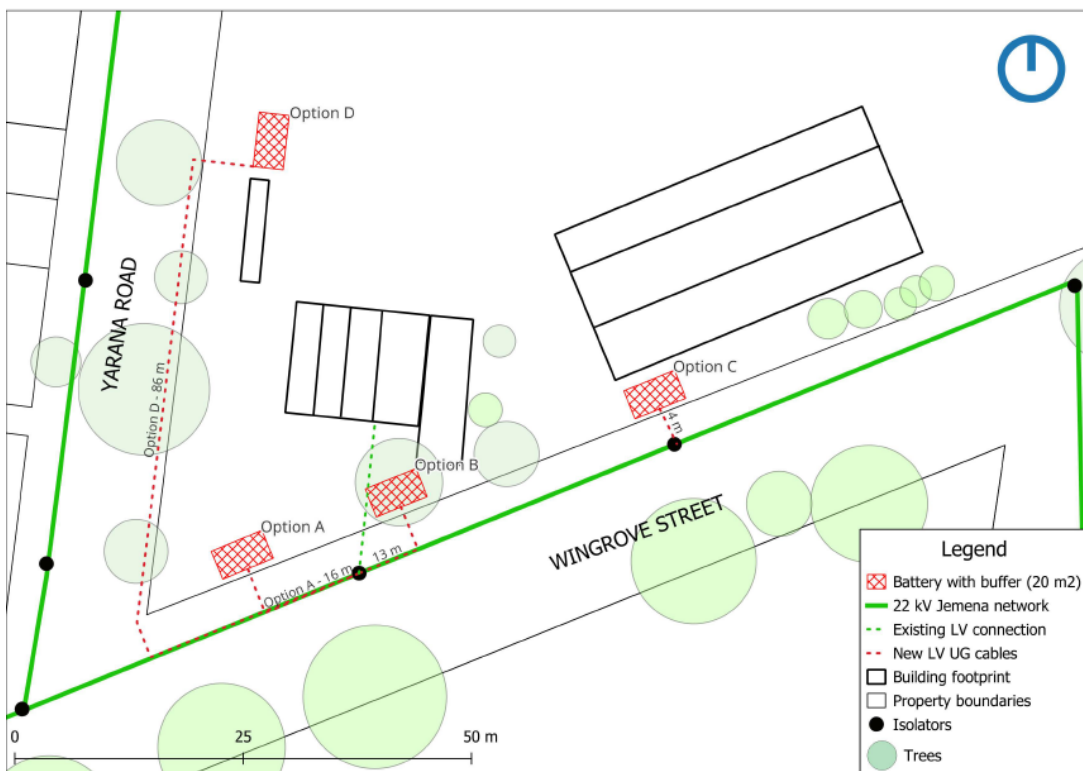
- Site Plans - Neighbourhood Battery and Licensed Areas (**Appendix A**) [↓](#) 
- Comparable batteries (**Appendix B**) [↓](#) 

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 A : Site Plans - Neighbourhood Battery and Licensed Areas





**9.6 PRESTON CENTRAL STRUCTURE PLAN - AMENDMENT
218DARE**

Author: Senior Strategic Planner
Senior Strategic Planner

Reviewed By: General Manager City Sustainability and Strategy

EXECUTIVE SUMMARY

This report seeks Council's endorsement to advance planning for the greater Preston activity centre by:

- Requesting that the Minister for Planning authorises Amendment C218dare to implement parts of the draft Preston Central Structure Plan.
- Delegating to the Chief Executive Officer the establishment of an Memorandum of Understanding with the Department of Transport and Planning (DTP) to progress planning for the greater Preston activity centre.

A refreshed planning approach for Preston Central is needed, as the existing Structure Plan and associated planning scheme controls are outdated. Preston Central is undergoing significant change, with forecast growth of around 15,000 additional people and the need for approximately 6,500 dwellings from 2021 to 2041. The area is subject to significant development pressure, and Council is receiving proposals with poor design outcomes which could be better regulated through updated built form controls.

The draft Preston Central Structure Plan (Structure Plan - **Appendix A**) has been prepared for the Preston Central Major Activity Centre (the Centre). It provides the vision and strategic framework to guide the planning and development of the Centre to 2041 and includes a range of statutory and non-statutory implementation actions.

To implement the statutory actions within the structure plan, a planning scheme amendment is required. Amendment C218dare (**Appendices A-F**) proposes to make the Structure Plan a Background document within the Darebin Planning Scheme and introduce new planning controls in the form of the Activity Centre Zone, to the central High Street spine.

Coinciding with the completion of the draft Structure Plan, the Victorian Government released its Housing Statement, including a commitment to implement new planning controls for 10 activity centres across Melbourne, including Preston (High Street). The stated aim of the program is to deliver additional housing in activity centres.

Amendment C218dare will improve land use and development outcomes while accommodating housing growth in Preston Central, and is strongly aligned to the intent of the Housing Strategy.

Preston is of strategic importance to Darebin, and to the State. There is an opportunity to complement the Preston Central Structure Plan initiative with place-making and other strategic work that unleashes the activity centre's full potential, while also serving as a 'light-house' project that can show what is possible for other activity centres across the State.

Officers recommend that Council seeks to enter into a partnership with the Victorian Government to explore and deliver initiatives that bring to life the vision for Preston Central – a vision that Council has developed in partnership with the community.

To govern the relationship, it is proposed that Council negotiate and enter into a Memorandum of Understanding (MoU) between the two organisations, to pursue the following outcomes/deliverables:

- Establishing an agreed project scope and governance model.
- An agreed set of partnership principles and outcomes to be achieved through the project.
- Integration between the planning for Preston Central and the Preston Market re-development.
- Developing place-making, civic realm and transport plans for the activity centre.
- Initiating and funding a community-led, place making program, which may include a grant making element.
- Achieving value uplift through development to ensure Council can provide the infrastructure and open space needed by a growing community, including:
 - Research to identify required community infrastructure needs and preparation of a draft development contributions framework
 - Supporting *Amendment C210DARE – Open Space Contributions*, and, introducing a higher future rate that is commensurate with the high quality, accessible open space needed now and into the future.
- Introduction of mandatory social and affordable housing contribution rates.
- Research to inform the preparation of a draft structure plan for Preston South.
- Development of new planning provisions and incentives to encourage high quality design and consolidation in ‘residential transition areas’.
- Introducing the Elevating ESD standards to new development.
- Working collaboratively with all stakeholders to facilitate an integrated approach to the consideration and planning of the redevelopment of Preston Market to ensure that it aligns with plans for Preston Central.

Officer Recommendation

That Council:

- (1) Adopts the draft Preston Central Structure Plan (2023) (**Appendix A**) and Preston Central Built Form Framework (2023) (**Appendix B**)
- (2) Requests the Minister for Planning authorise the preparation and exhibition of Amendment C218dare to the Darebin Planning Scheme (**Appendices A-F**) and supporting document (**Appendix G**), pursuant to section 8A of the *Planning and Environment Act 1987*
- (3) When authorised by the Minister for Planning, exhibit Amendment C218dare to Darebin Planning Scheme in accordance with notice requirements under section 19 of the *Planning and Environment Act 1987*
- (4) Seeks community stakeholder feedback as part of the exhibition period, on the draft Preston Central Structure Plan and proposed changes to the Darebin Planning Scheme.
- (5) Authorises the Manager City Futures to make changes to Amendment C218dare documentation prior to lodgement of the authorisation request with the Minister for

Planning and/or exhibition period, where the changes do not affect the purpose or intent of the amendment.

- (6) Authorise the Chief Executive Officer to negotiate and execute a Memorandum of Understanding with the Department of Transport and Planning (DTP) to progress planning for Preston Central and Preston South, generally in accordance with **Appendix H**.

BACKGROUND / KEY INFORMATION

Background on the draft Structure Plan

Why is a new Structure Plan needed?

The current 2006 Preston Central Structure Plan is more than fifteen years old and the associated planning controls are out-of-date.

Preston Central is undergoing significant change, with forecast growth of around 15,000 additional people and the need for approximately 6,500 dwellings from 2021 to 2041. The area is subject to significant development pressure. Council is receiving proposals with poor design outcomes that are not well managed by existing built form controls.

Significant changes and issues affecting Preston Central include:

- High levels of projected population growth.
- Recent planning applications exceeding current height provisions.
- Changes in access and mobility in the local area, particularly in-light of the completed Bell-Preston level crossing removal and associated LXP works.
- New planning controls for the Preston Market Precinct.
- Significant changes to State planning policy, including Plan Melbourne 2017-2050 and the Victorian Housing Statement.
- Changed approaches to structure planning arising from the DTP, Panel and advisory committees, and new planning practice notes.
- The need for new approaches to address the climate emergency and urban heat vulnerability through more sustainable built form.
- The need to consider structural economic changes and trends, particularly post-COVID.
- The need for new and different community infrastructure and open space, considering a growing population.
- The existing Priority Development Zone (PDZ) is being phased out of the Victorian Planning Provisions (VPPs).

Given these changes and challenges, the key priorities for the structure plan include:

- Increasing the capacity of the centre to accommodate projected population growth.
- Requiring higher design, liveability, and sustainability standards for new development.
- Promoting vitality by attracting a diversity of uses, built form, and public spaces.
- Protecting residential interface areas.
- Strengthening Preston Central's sense of place and public realm.

- Promoting healthier, more equitable and inclusive communities.
- Increasing the viability of the centre and encouraging ongoing investment.

How was the Structure Plan developed?

In 2018, Council engaged with the community to understand its goals and aspirations for Preston Central (Future Preston Community Directions Report 2018). Subsequently, a draft vision for the activity centre was developed. Work was also undertaken to identify land use and urban design challenges and opportunities.

This work was captured in the following documents:

- Draft Future Preston Vision (the vision), 2022
- Opportunity papers on land use, urban design, 2020
- Draft Preston Built Form Framework, 2022.

A second stage of community engagement was undertaken in 2022 on the above planning documents. The engagement indicated broad support for the strategic initiatives and built form outcomes. The outcomes from consultation were reported to Council on 14 November 2022. Its findings informed the drafting of the structure plan as well as updates to the Built Form Framework.

Consultants were engaged at the start of 2023 to help synthesise the range of technical and background work and outcomes from community and stakeholder consultation into a draft structure plan. Council officers drafted key planning scheme controls which will give effect to the land use and built form controls identified in the structure plan.

The final draft has drawn from internal consultation Council departments to garner feedback on the preliminary draft of the Structure Plan.

Table 1: Timeline of activities undertaken to-date

Timeline	Stages
Aug-Dec 2018	Stage 1 Community and Stakeholder Engagement
Dec 2018	<i>Future Preston Community Directions Report</i>
2019-2020	<u>Background research</u> Issue and opportunity papers: <ul style="list-style-type: none"> • <i>Future Preston Urban Design Issues and Opportunities Paper June 2020</i> • <i>Preston Central Land Use and Opportunities Paper July 2020</i> • <i>Preston Transport Implementation Strategy October 2020</i>
April 2020	Council briefed on draft vision.
March 2022	<i>Draft Preston Built Form Framework 2022</i>
May 2022	Council resolved to proceed with community engagement on the <i>draft Preston Built Form Framework</i> .
July-Aug 2022	Stage 2 Community Engagement
Sept-Oct 2022	Analysis of Community Engagement Findings
Nov 2022	Council briefed on outcomes from community engagement
Late 2022 - mid 2023	Further technical studies and analysis Preparation of draft Structure Plan and proposed planning controls

	Update to Built Form Framework
Sept 2023	Victorian Government housing announcement and reform.

Victoria's Housing Statement - announced reforms

On 20 September 2023, the State Government released Victoria's Housing Statement, which includes a suite of planning and housing reforms. Amongst these is a commitment under the banner of "Increase housing choice in activity centres" to deliver an additional 60,000 homes around an initial 10 activity centres, including Preston (High Street).

Increase housing choice in activity centres

*We'll introduce clear planning controls to deliver an additional 60,000 homes around an initial 10 activity centres across Melbourne: Broadmeadows, Camberwell Junction, Chadstone, Epping, Frankston, Moorabbin, Niddrie (Keilor Road), North Essendon, **Preston (High Street)** and Ringwood. Activity centre plans will guide investment in the things a growing suburb needs like community facilities, public spaces and parks. The program will also consider the best way to incentivise more affordable housing.*

The announcement has generated a level of uncertainty regarding the progression of the now completed draft Structure Plan. However, Council officers have held positive conversations with the Department of Transport and Planning (DTP) and the Victorian Planning Authority (VPA), including providing details of the significant strategic work Council has already undertaken in planning for Preston Central. While details are yet to be finalised regarding how the state government's activity centres program will operate, the expected project timeline is 12 months.

Previous Council Resolution

At its Planning Committee meeting held on 9 May 2022, Council resolved:

'That Council

- (1) Endorses the draft Central Preston Vision (Appendix A), draft Preston Central Built Form Framework (Appendix B) and draft Central Preston Strategic Issues and Opportunities (Appendix C) for the purpose of community engagement.*
- (2) Notes the range of community engagement activities proposed to be conducted as outlined within Appendix E.*
- (3) Authorises the General Manager City Sustainability and Strategy to make minor changes and clarifications to documents and engagement approach if required.*

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

ALIGNMENT TO COUNCIL PLAN STRATEGIC OBJECTIVES

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

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

The development of a structure plan and its implementation is an important step in managing growth and development within the Centre. By adopting a systematic and inclusive process, we can ensure that the structure plan reflects the needs and aspirations of the community while promoting sustainable land use and enhancing the well-being of our current and future residents. The draft structure plan will guide future planning decisions and support the long-term prosperity of the Preston Central area.

DISCUSSION

Overview of the draft structure plan

The draft Structure Plan provides a strategic framework and vision for Preston Central, providing short- mid- and long-term implementation actions.

The plan outlines both centre-wide and precinct specific directions for the seven defined precincts: High Street, Civic, Market Interface, Regent, High Street North, Bell Street, and Residential Interface.

The Structure Plan has been prepared with the view to accommodating population growth over the next 20 years (15,000 additional residents and 6,500 dwellings). Capacity analysis indicates that the proposed controls will increase the density of the core of the Centre, providing for approximately 6,700 dwellings. This is an increase of 1,400 dwellings compared to the current planning regime for the centre. It is highlighted that this does not include the capacity of the Preston Market site (approximately 1,200 dwellings) or the transitional residential areas identified within the Structure Plan boundary.

Vision

The structure plan Vision (below) draws from 2018 and 2022 community engagement and is accompanied by a breakdown of vision elements (Figure 1).

The vision for Preston Central Major Activity Centre is to create a welcoming, vibrant and green place that embraces its diverse heritage and transforms into a dynamic urban hub where people from all backgrounds come to live, work and play.

Preston Central will be a humming epicentre of civic life, cultural activity, shopping, and employment within Darebin and northern metropolitan Melbourne.

As a welcoming place, Preston Central will embrace its unique sense of community which is reflected through its diverse arts, creative and cultural heritage, Aboriginal and Torres Strait Islander community and working-class roots.

Promoting the eclectic character of its local businesses, Preston Central will offer vibrant and diverse retail experiences with a robust economy supported by easy and sustainable modes of travel to jobs, amenities and services.

Preston Central will transform into a green built environment with a thriving community that embraces sustainable lifestyles in renewed housing precincts, with places for

people to connect and celebrate through public art and events, and green spaces to enjoy.



Figure 1: Vision elements (Draft Structure Plan 2023, p30)

Objectives, strategies, and actions

The Structure Plan provides seven strategic objectives that are tied to the vision. They are centred around improvements to economic development, land use, community infrastructure, design excellence, public space, housing, sustainable development, and transport and movement. The objectives are accompanied by a set of strategies and associated actions to achieve each objective.

The seven precincts have their own strategic directions owing to the different characteristics, opportunities and constraints displayed by each area.

The overarching objectives and actions of the Structure Plan, and the precinct strategies, have directly informed the proposed planning controls, and the determination of the activity centre boundary.

Activity Centre boundary

Preparation of the draft Structure Plan involved an activity centre boundary setting process. This was informed by Victorian Government planning practice notes. It considered a range of factors such as:

- The functional relationship of land uses with the Centre and existing zoning.
- Movement patterns, connectivity, and walkability.
- Open space within and adjoining the Centre.
- The potential to accommodate growth.
- Heatmapping of activity destinations.
- The relationship with other centres.

Following this analysis, the area to which the structure plan applies has been refined and reduced in extent from the 2006 Structure Plan boundary (see **Figure 2**). It incorporates key transit nodes such as Preston and Regent stations.

It is proposed to be approximately 35% more compact than the current structure plan boundary yet accommodate an increased number of dwellings and development.

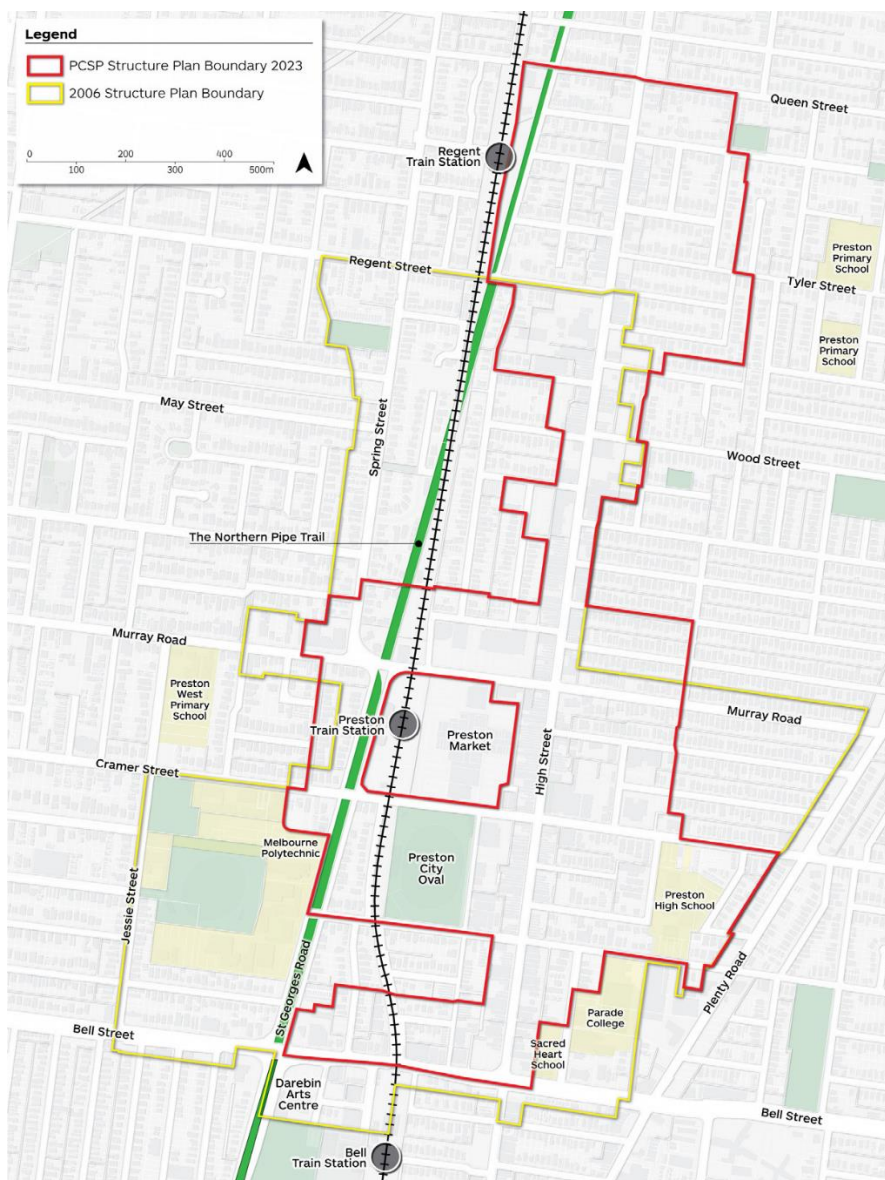


Figure 2: 2006 and 2023 Structure Plan boundary comparison

Having established a revised activity centre boundary, it is proposed that Council progressively introduce new planning provisions to implement the structure plan via a staged, multi-amendment process.

Proposed planning provisions - Amendment C218dare

The first proposed amendment (C218dare) will introduce the Activity Centre Zone - Schedule 2 (ACZ2) to the commercial core of the Centre along High Street, which broadly aligns with the existing Priority Development Zone (PDZ), apart from two main differences: the area south of Bell Street and the area north of Regent Street.

The Mixed Use Zone (MUZ) land along High Street and north of Regent Street is currently excluded from the existing activity centre boundary. However following the activity centre review, this is considered a natural part of the commercial core of the Centre and contributes to its retail character. The proposed ACZ will apply to this land to encourage development that has an intensity and character consistent with other parts of the Centre while also encouraging a mix of uses.

Overview of the planning controls

The proposed planning controls (see **Appendix E**) will assist with facilitating, managing, and controlling use and development within Preston Central.

Land currently affected by the Priority Development Zone (PDZ) – along the main commercial core of the Centre - is proposed to be rezoned to the ACZ2.

The ACZ is commonly used in some of Victoria's major activity centres and promotes a mix of uses and encourages high-density development within activity centres to accommodate housing and employment. It seeks to promote vibrant urban environments through diverse land uses and high-quality design.

The ACZ is a highly flexible control that can be specially tailored to the requirements and vision of the Centre and its precincts through a schedule to the zone. The ACZ schedule implements both land use and built form controls without requiring the use of multiple zones and overlays as is the case for Darebin's other activity centres. Specific focus is placed on:

- Enriching the retail offer by building on the cultural diversity and fresh food strengths of the centre.
- Facilitating active uses at ground floor levels to strengthen the vibrancy of the centre.
- Balancing office and residential development to ensure sufficient office floor space is provided to meet demand over the coming years.
- Supporting and encouraging creative and cultural industries by allowing selective industry uses as-of-right (without a planning permit) under certain circumstances, including small goods production, bakeries, and joinery.
- Encouraging uses that will help to facilitate a vibrant and inclusive nighttime economy.

The land use controls implement a 'vertical zoning' approach to encourage truly mixed-use development and active frontages. This works by allowing some uses as-of-right at certain levels of development (such as retail and office uses) and requiring a planning permit for other uses (such as residential).

Built form controls

The proposed built form controls (from the BFF) have been designed and tested to support optimum design outcomes. The approach is based on new and innovative mandatory Floor Area Ratio (FAR) controls paired with discretionary building heights with the objective to improve urban design outcomes for the activity centre spine.

A range of other requirements work in tandem with these controls relating to street wall heights, site coverage, ground floor landscape coverage, setbacks to key interfaces, overshadowing, solar access, and building separation.

Council considered and endorsed the proposed built form controls for the purposes of public consultation in 2022. The response from consultation was relatively positive.

A range of tailored application requirements and notice and review exemptions have also been included in the schedule to ensure that development is appropriately managed as well as incentivised where it achieves the objectives of the structure plan.

Local policy updates

Some minor changes to existing local policies in the Planning Scheme are also required to update references to the new Structure Plan.

Future work: Residential transition areas

The proposed ACZ and amendment C218 do not cover all land within the active centre boundary. Residential areas outside the 'ACZ' commercial core with a functional (walking) relationship with the centre have been included within the activity centre boundary, but no detailed planning provisions have been developed for these areas.

The current (2006) Preston Central structure plan already designates many residential precincts within walking distance of the High Street commercial core. Predominantly, the 2006 structure plan encourage only low or medium density development within these areas.

With planning reform to the Victorian residential zones over the past 17 years, there is now very little difference between these designated medium density areas, and other residential areas located away from the Centre. It is noted that only three precincts within the 2006 structure plan (Precincts L, M, O) encourage higher density apartment buildings, and to-date these precincts have not successfully facilitated high density outcomes.

The new 2023 Structure Plan identifies the need to further investigate planning settings for these residential areas, notionally called the 'residential transition areas'. While increased residential densities in these areas have not been a focus of previous rounds of consultation, it is important to consider their role in supporting increased residential densities given their proximity and strong functional relationship with the Centre core and key transport nodes. Exhibition of the new draft 2023 Structure Plan will be an opportunity for the community to provide feedback on this proposed strategic direction.

A significant challenge with the residential transition areas is the size of the existing lots, most of which are between 300 and 600 square metres. The scope for an individual site to accommodate increased heights/storeys while maintaining internal amenity for residents, and not adversely impacting on neighbours (over-shadowing, setbacks, over-looking, architectural quality, etc) is influenced by the size of the lot. Thus, lot consolidation is important to achieving well-designed higher density (4 to 5 storey) housing. This is recognised in the Victorian Government's Future Homes program, with many of the Design Intent Plans requiring at least two (if not more) lots to accommodate the development design. Many developers may not have the time and/or financial resources to be able to undertake land consolidation to realise the Future Homes design outcomes.

Further strategic planning work is required to investigate options for encourage practical, achievable and high quality residential development in these areas. This includes work in relation to the feasibility of lot consolidation scenarios and understanding potential residual amenity impacts as a consequence of changing existing controls.

Therefore, the Structure Plan identifies further work in relation to transitional residential areas as a future action and currently no changes to the planning controls are proposed for the transitional residential areas.

It is suggested that future investigation of residential consolidation be a matter that Council and the Victorian Government's activity centre planning team collaborate to develop, given it would be a model that could be applied more broadly across Victoria. Accordingly, it is recommended that this form one of the desired outcomes arising from the proposed MoU.

Future work: Land south of Bell Street

Although the existing Priority Development Zone (PDZ) applies south of Bell Street – and the Built Form Framework addresses this PDZ area – it is proposed to remove land south of Bell Street from the activity centre boundary. This is based on the above boundary analysis, which has highlighted the physical and psychological impediment that Bell Street presents to the Centre.

The PDZ area south of Bell Street (and the area around Bell Station and the junction) is an activity centre in its own right and should be subject to its own integrated plan.

It is suggested that the planning for this ‘south of Bell’ activity centre be a matter that Council and the Victorian Government’s activity centre planning team collaborate to develop. Accordingly, it is recommended that this form one of the desired outcomes arising from the proposed MoU.

Implications of Victorian Government planning reforms

As discussed above, as part of a package of reforms and initiatives to address the housing affordability crisis, the Victorian Government has announced a commitment to introduce planning controls to deliver an additional 60,000 homes around an initial 10 activity centres, including Preston (High Street).

In light of this announced reform, it is expected that Council will become the DTP/VPA’s client and together partner in advancing the program of work planned for the Preston activity centre.

The exact nature of the Victorian Government’s participation is unclear, and the announcement has generated a level of uncertainty regarding the progression of the now completed draft Structure Plan, which for the ACZ area alone will create potential for an additional 6,500 dwellings over the next 20 years (not including the Preston Market or the residential transition areas).

However, Council officers have held positive conversations with the Department of Transport and Planning (DTP) and the Victorian Planning Authority (VPA), including providing details of the significant strategic work Council has already undertaken in planning for Preston Central. This has been positively received, and it is understood that the Victorian Government does not want to hinder strategic initiatives that expand housing and employment opportunities and are well considered and significantly progressed.

Proposed Amendment C218dare will implement controls that provide a significant uplift in housing capacity and therefore aligns with the key objective of the Victorian government. Given the very short time frame for the activity centres program, carrying forward this amendment, rather than DTP/VPA recommencing the strategic work, would be a practical step. Consequently, it is believed that the Minister for Planning may support Amendment C218dare and it is recommended that Council resolve to seek authorisation to commence the amendment process.

With Amendment C218dare advancing planning for the High Street central core, this will allow DTP/VPA to concentrate on value-adding in complementary areas of work within Preston, and pilot innovative new approaches to planning provisions in relation to social housing and the provision of community infrastructure.

To govern the relationship, it is proposed that Council authorise the Chief Executive Officer to negotiate and enter into a memorandum of understanding with the Department of Transport and Planning (DTP) to progress planning for Preston Central and Preston South activity centres to achieve the following outcomes/deliverables:

- An agreed scope of works and program of projects, including an agreed area of investigation and governance model.
- An agreed set of operating principles and outcomes to be achieved through an improved approach to structure planning, including (but not limited to):
 - Support for a vibrant, mixed-use, accessible and attractive destination.
 - Providing for a diversity and expansion of employment opportunities.
 - Provision of social and affordable housing to cater to projected needs.
 - Providing high quality, attractive, safe, usable and easily accessible areas of public spaces with sufficient solar access and wind protection, reflecting a human scale.
 - Responding to and respecting the cultural values and retaining and integrating the built form heritage of each centre into new development
 - High quality design of both public and private development.
 - Encouraging a modal shift to active and public transport.
 - Providing a permeable street and pedestrian network that supports all modes of transport.
 - Value capture and reinvestment in open space, civic realm improvements and community infrastructure to cater to the needs of future communities.
 - Best practice Environmentally Sustainable Development design and outcomes to contribute to net zero emissions.
- Undertake all necessary research to support the development of a draft structure plan for the activity centre south of Bell Street (including Bell Station and the junction), notionally identified as Preston South.
- Investigation and development of new planning provisions and other financial incentive tools that are practical, effective and achievable to encourage high quality design and lot consolidation in residential transition areas.
- Developing place making 'civic realm & transport masterplans' for Preston Central and Preston South, including:
 - Provide a safe network for all users.
 - Prioritise sustainable and space efficient transport.
 - Support the needs of the existing community and businesses.
 - Improve access to public open space.
 - Promote the most efficient management and use of car parking.
 - Contribute to the activation of each centre.

Each masterplan would identify capital works projects for potential inclusion within the community infrastructure/development contributions/open space frameworks.

- Initiating a community-led, place making program, which may include a grant element, to activate and improve each activity centre, to the value of \$150,000 (including a 0.5 EFT position to administer the grants program). This would include the piloting a place making activation strategy that can be applied to other activity centres.

- Introducing the Elevating ESD standards proposed as part of Darebin Amendment C208dare to new developments within both Preston activity centres.
- The introduction of a mandatory social and affordable housing contribution rate for Preston Central and Preston South, similar to that introduced for the Preston Market area, but modified to be equivalent to 2% of the total value of construction at nil consideration to a registered housing agency.
- Undertaking the research to identify the necessary community infrastructure required to support the future projected needs of the community, and the translation of this into a development contributions framework.
- Providing sufficient, high quality, accessible open space to meet the needs of the community now and into the future by:
 - Supporting Darebin Amendment C210 to remove the sliding scale from Clause 53.01 which artificially limits contributions when compared to the default provisions under the Subdivisions Act.
 - Undertaking the necessary research to determine the open space needs of the future residents of Preston. The significant role of Preston City Oval should be considered.
 - Following the determination of open space need, support developing and introducing a specific open space levy, similar to that applied to the Preston Market site.
- Working collaboratively with all stakeholders to facilitate an integrated approach to the consideration and planning of the redevelopment of Preston Market to ensure that it aligns with plans for Preston Central.

CONSIDERATION OF LOCAL GOVERNMENT ACT (2020) PRINCIPLES

Financial Management

This project has allocated budget to progress to a planning scheme amendment within the financial year 2023-24, including public exhibition, planning panel and expert witness costs. If the proposed amendment does not gain authorisation from the Minister, and the state government agrees to collaborate with Council on planning for the Centre, Council may choose to use the project budget to fund and resource Council's involvement in this process.

Community Engagement

The extent of community engagement undertaken to inform the development of Structure Plan is outlined above in the body of the report.

State Government Housing reforms

Representatives from the DTP and VPA have indicated that there would be some form of community engagement on policy reforms for Preston Central, however the timing and process is not yet known.

Draft Preston Central Structure Plan

Should the Victorian Government / Minister for Planning support the commencement of Council led amendment to introduce the ACZ, then the community and stakeholders will have the opportunity to provide feedback and submissions during public exhibition of the proposed planning scheme amendment.

Exhibiting the draft Structure Plan alongside the proposed planning scheme changes has several benefits:

- It recognises the multiple stages of community engagement already undertaken on this Preston Central project and minimises potential consultation fatigue by streamlining the third and final stage of engagement into the amendment process.
- Seeing the draft Structure Plan alongside the planning scheme ordinances provides certainty to landowners earlier in the process, in terms of the potential planning controls that would apply to their land.
- It maintains a direct link between the Structure Plan content and the proposed Planning Scheme Amendment, which can both be updated through the amendment process in response to community submissions and independent panel recommendations prior to Council consideration for adoption.

A detailed engagement plan is being developed in consultation with the Communications and Engagement team. It will be completed and signed off following a resolution of Council to proceed with a planning scheme amendment and public exhibition.

The following engagement methods are proposed:

- Three drop-in sessions (2 x online of which one would target traders and 1 x in-person, location to be accessible)
- Targeted sessions x 2 with local CALD groups (e.g., Vietnamese and Italian seniors)
- Posters (Library, community service buildings, shopfronts, public notice boards, brochure/ summary documents)
- Your Say Page: updated information and Amendment documents and supporting studies and document e.g., submission form tool
- Strategic Planning Enquiries: Strategic Planning officers available to discuss the details of the Amendment via direct phone or email

The following communications methods are proposed:

- Letter and Summary document: Email to identified stakeholders (approximately 5,500 rate payers and renters), Letters would be sent via Australia post to affected landowners/occupiers and immediately surrounding properties. Letters would be sent to key agencies including EPA, VicRoads, Melbourne Water, amongst others.
- DTP Website: Amendment documents and supporting information available online at DTP website
- Public Notice: Hard copies of documents available at Council offices (as well as online)
- Corporate webpage Announcements through Council's Corporate website and Your-say Darebin page (official council website address')
- Notifications: Formal notices in the State Government Gazette, The Age, Herald Sun

Council is required to consider all submissions made during exhibition before deciding on next steps for the amendment.

COUNCIL POLICY CONSIDERATIONS

Environmental Sustainability Considerations (including Climate Emergency)

The proposed planning scheme amendment seeks to implement new planning controls that support more sustainable and liveable built form in Preston Central, such as through passive energy design, urban greening, and integrated water management.

Equity, Inclusion, Wellbeing and Human Rights Considerations:

An Equity impact assessment/Gender impact assessment has been applied to the current stage of structure planning. Notably-

- The principles of equity, inclusion, wellbeing and human rights are embedded in the vision, objectives and strategies.
- The draft Structure Plan encourages the development of a diversity of housing and employment spaces for diverse uses, affordability and diverse community members.
- The draft Structure Plan supports revitalisation of the Centre which will improve livelihood by increasing jobs/business opportunities.

The proposed community engagement plan has been codesigned with the Equity and Wellbeing team.

Economic Development and Cultural Considerations

Economic development and strengthening cultural identity underpin the vision of the draft Structure Plan. The proposed planning controls will provide greater certainty to the community and the development industry and promote desired investment and change in the activity centre. The Economic Development and Creative Culture Team were consulted as part of the structure planning process.

Operational Impacts

Additional officer resourcing may be required if the DTP seek to work closely with Council on planning for the Centre.

Legal and Risk Implications

The state government's recent housing related planning reform announcement may have implications for the progression of the planning scheme amendment.

Preston High Street Activity Centre has been designated as one of ten activity centres mooted for a share of an additional 60,000 new dwellings, facilitated by state led planning changes. The detail of the reforms is not yet known and the role of Council is somewhat uncertain.

It is proposed that Council pursue a partnership arrangement with the state government, governed by an MOU, whereby the parties work collaboratively towards piloting new activity centre planning controls. This will ensure that local planning knowledge, community consultation findings, and substantial existing technical work, will continue to influence the outcome of planning reforms.

IMPLEMENTATION ACTIONS

A standard planning scheme amendment process is shown in **Figure 3**. Key points at which Council decision-making are involved are shaded in green and indicative timing for Amendment C218dare is included.

It is unknown whether the Minister for Planning will authorise the amendment, and consequently the following process and timeline may not be realised.

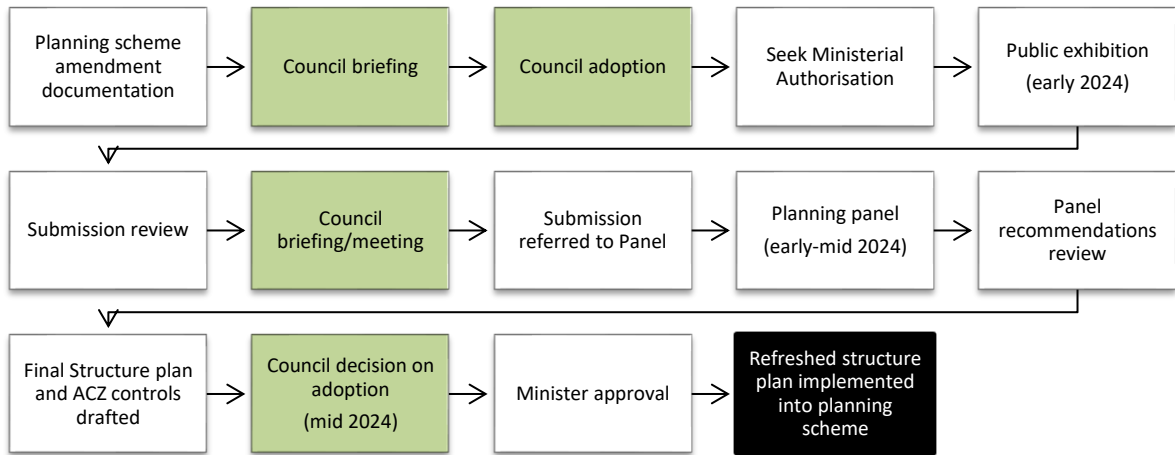










Figure 3 Planning scheme amendment process

Attachments (*ENCLOSED UNDER SEPARATE COVER DUE TO SIZE*)

- Attachment A - Preston Central Structure Plan 2023 (draft) (**Appendix A**) 
- Attachment B - Preston Central Built Form Framework 2023 (draft) (**Appendix B**) 
- Attachment C - Explanatory Report for Amendment C218dare (**Appendix C**) 
- Attachment D - Proposed rezoning map for Amendment C218dare (**Appendix D**) 
- Attachment E - Proposed Schedule 2 to the Activity Centre Zone (ACZ2) (**Appendix E**) 
- Attachment F - Other proposed policies and provisions of Amendment C218dare (**Appendix F**) 
- Attachment G - Preston Central Background Report 2023 (**Appendix G**) 
- Attachment H - Outline of draft Memorandum of Understanding (**Appendix H**) 

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.

9.7 DAREBIN'S LGBTIQA+ ACTION PLAN - COMMUNITY ENGAGEMENT

Author: Strategic Project Officer
Acting Manager Equity and Wellbeing

Reviewed By: General Manager Community

EXECUTIVE SUMMARY

The Council Plan 2021-25 includes a strategic action (1-19) that foreshadowed the 'development of an Action Plan to support the inclusion, rights, and wellbeing of LGBTIQA+ communities' and work to combat homophobia, biphobia, and transphobia.

To inform the development of an Action Plan two stages of community engagement is proposed, with the first stage aiming to gather broad community feedback on what the community sees as being important for members of LGBTIQA+ communities who have a connection with Darebin. The LGBTIQA+ Action Plan will replace Council's previous Sexuality, Sex and Gender Diversity Action Plan.

Officer Recommendation

That Council:

- (1) Approves the delivery of Stage 1 Community Engagement to inform the development of an LGBTIQA+ Action Plan as per the Community Engagement Plan in **Appendix A**.
 - (2) Resolves to incorporate the Stage One Community Engagement into the development of the LGBTIQA+ Action Plan to be presented to Council in 2024.
-

BACKGROUND / KEY INFORMATION

The Council Plan 2021 – 2025, Strategic Objective 1.4: 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 outlines two actions:

- Continue to become more LGBTIQA+ inclusive across Council services and activities including work towards Rainbow Tick accreditation for several sites.
- Develop an Action Plan to support the inclusion, rights, and wellbeing of LGBTIQA+ communities and work to combat homophobia, biphobia, and transphobia (LGBTIQA+ Action Plan).

Council has made previous policy commitments to work towards ensuring the safety, protecting the rights and improve the wellbeing of Darebin's LGBTIQA+ community members and staff.

Council's work in the area of LGBTIQA+ inclusion is guided by the 'Towards Equality: Darebin City Council's Equity, Inclusion and Human Rights Framework 2019-2023' where Council has made a social justice commitment to lesbian, gay, bisexual, transgender, intersex and queer (LGBTIQA+) residents to "stand up against homophobia, biphobia and transphobia".

The implementation of this framework through Equity Impact Assessments applies a sexual orientation, gender identity and intersex status lens, with particular attention to the risk of discrimination experienced by LGBTIQ+ people.

Council is also currently undertaking preparatory work for Rainbow Tick accreditation for several sites while developing an LGBTIQ+ Action Plan. The synergies between the Action Plan development and accreditation include:

- Community engagement with LGBTIQ+ communities who use council-run services.
- LGBTIQ+ awareness training for staff, enhancing inclusive practices, and improving wellbeing, pride, safety, and respect for LGBTIQ+ staff and for community members who utilise Council services and facilities.

Previous Council Resolution

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

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

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

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

DISCUSSION

Intersectionality

The development of the Action Plan will be undertaken through an intersectional lens to consider the unique and varied needs of LGBTIQ+ communities.

Council acknowledges there is diversity within LGBTIQ+ communities, as well as being diverse in their sexuality, gender identity or sex characteristics, LGBTIQ+ people are diverse in many other ways. This may include their Aboriginality, ethnicity, nationality, language, faith, ability, age, location, health education or housing status. These different aspects of identity can expose members of the community to overlapping forms of discrimination and marginalisation.

Gaps in data available for LGBTIQ+ communities in Darebin

There are significant data gaps when it comes to demographic data about LGBTIQ+ communities in Australia, and even more so specific to Darebin.

For Council, this results in paucity of data to inform program and service planning and evaluation, infrastructure planning and municipal public health planning. The most recent data includes:

- The Darebin Annual Community Survey 2022 results estimate approximately 6.5% of respondents identified as members of the LGBTIQ+ communities. These results should be used with reservation due to the low sample responses.

The Victorian Population Health Survey 2017 indicated in Darebin:

- 10.6% of the adult (18+ years) population who participated in the survey identified as LGBTIQ+ (Lesbian, Gay, Bisexual, Transgender, Intersex, Queer and others).
- A further 6.1% of the population responded, 'did not know if heterosexual' or 'refused to answer'.
- The proportion of adults identifying as LGBTIQ+ was significantly higher in those 18–34 years of age and those living in the metropolitan LGAs of Darebin, Melbourne, Merri-bek, Port Phillip and Yarra councils compared with the proportion in all adults.

The existing research about the health and wellbeing outcomes for LGBTIQ+ community members in Victoria and Australia is consistently showing significantly worse outcomes for LGBTIQ+ people compared to the general population across various indicators. LGBTIQ+ people are also experiencing significantly higher rates of discrimination and are facing barriers in accessing services, including Council-provided services.

The proposed Stage 1 community engagement will provide Council and partners with insights into what the community sees as being important for members of the LGBTIQ+ communities.

CONSIDERATION OF LOCAL GOVERNMENT ACT (2020) PRINCIPLES

Financial Management

The engagement will be undertaken within resources allocated to this project.

Community Engagement

A two-stage Community Engagement Plan has been developed (**Appendix A**) which details the proposed community engagement activities to be undertaken and will inform the development of the Action Plan.

There is an opportunity to undertake engagement with LGBTIQ+ community members during Summer at the Midsumma Carnival and Victoria's Pride events over the summer months. Any engagement at these events will be complementary to Darebin specific consultation undertaken in 2024.

This engagement will complement stakeholder engagement with service providers and partners, targeted engagement with the Darebin community, consultation with Council's community advisory committees as well as a two-stage online consultation on Your Say Darebin.

The objectives of the engagement are:

- to understand the experiences of the members of LGBTIQ+ communities living, working, studying, or accessing services in Darebin.
- to determine the priority areas for Council to address in its work to support the inclusion, rights, and wellbeing of LGBTIQ+ communities.
- to identify potential actions to be considered for inclusion in the Action Plan.
- to better understand the impact of intersectionality on the inclusion, rights, and wellbeing of LGBTIQ+ communities in Darebin.

Stakeholder engagement will also seek to understand how Council and partners can respond collaboratively to the priorities identified by the community and the background research.

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

- (c) Strategic planning must take into account the resources needed for effective implementation;

The LGBTIQ+ Action Plan will aim to support the achievement of the Community Vision, with a focus on connecting the community vision to the lives of members from LGBTIQ+ communities in Darebin.

COUNCIL POLICY CONSIDERATIONS

Environmental Sustainability Considerations (including Climate Emergency)

The impacts of climate change are unequally distributed, with those who are already disadvantaged being more likely to be impacted. Actions to support LGBTIQ+ inclusion that reduce inequality have a potential to contribute towards environmental sustainability and climate resilience.

Equity, Inclusion, Wellbeing and Human Rights Considerations:

An Equity Impact Assessment for this project has been completed. Feedback received highlighted the importance of intersectionality and the need to find suitable methods to capture the voices of LGBTIQ+ community members who are older, culturally, and linguistically diverse, Aboriginal or Torres Strait Islander people, people with disability or trans and gender diverse people.

Economic Development and Cultural Considerations

These considerations will be made during the development of the Action Plan.

Operational Impacts

If operational issues are raised by the community during the consultation these will be discussed with the relevant teams so that they can be responded to either through the action plan or through other work programs if more appropriate.

Legal and Risk Implications

Various state, commonwealth and international legislation that regulate human, and civic rights as well as Darebin's obligations as a local council and employer, need to be considered. Victorian state legislation outlines the activities which Council is required to perform and provides scope for pursuing discretionary activities that respond to local needs. Legislation where Council's legislative obligations stem from include but are not limited to Charter of Human Rights and Responsibilities Act 2006 (Vic); Equal Opportunity Act 2010 (Vic); Planning and Environment Act 1987 (Vic); Gender Equality Act 2020 (Vic); Public Health and Wellbeing Act 2008 (Vic); Child Wellbeing and Safety Act 2005 (Vic); Victoria's Child Safe Standards and Disability Act 2006 (Vic).

IMPLEMENTATION ACTIONS

If approved, officers will commence Stage 1 community engagement over summer.

RELATED DOCUMENTS

- Darebin 2041 Community Vision
- 2021-2025 Council Plan (incorporating the Darebin Municipal Public Health and Wellbeing Plan)
- Towards Equality: Darebin City Council's Equity, Inclusion and Human Rights Framework 2019-2029
- Community Engagement Policy 2023
- Statement of Commitment to Traditional Owners and Aboriginal and Torres Strait Islander people

Attachments

- Community Engagement Plan LGBTIQ+ Action Plan Stage 1 (**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.



Darebin Community Engagement Plan

Approval

Project Name	LGBTIQA+ Action Plan (Stage 1)
Responsible Division/ Department/Team	Community / Equity and Wellbeing
Approvals	
Prepared by	Name: Martti Martinson Position: Strategic Project Officer
Reviewed by	Name: Ania Sieracka Community Engagement Representative
Reviewed and approved by	Name: Joshua Williams Position: Acting Coordinator Community Development & Wellbeing Date: 27/11/2023
	Name: Lisa Joyce Position: Acting Lead Community Engagement Date: 27/11/2023
	Name: Wendy Dinning Position: Acting Manager Equity & Wellbeing Date: 28/11/2023
	Name: Kylie Bennetts Position: General Manager Community Date: 29/11/2023



Darebin Community Engagement Plan

Timeline of engagement project

	From	To
Planning/Preparation		
<i>ELT briefing</i>	Report due: 6 November 2023	Briefing date: 14 November 2023
<i>Council briefing</i>	Report due: 27 November 2023	Briefing date: 4 December 2023
<i>Council approval of plan – meeting date</i>	18 December 2023	
Delivery - Stage 1	11 January 2024	31 March 2024
Reporting	1 April 2024	30 April 2024
<i>Delivery - Stage 2</i>	April 2024	May 2024
Report due		31 May 2024
ELT/Council decision		June 2024

Budget, and Resources

Budget	\$ 8,000
Resources	<ol style="list-style-type: none"> 1. Interpreting and translation and transcreation (modifying the English text so the message is more meaningful when translated into a community language)* 2. Printing and design (collateral, activity materials) 3. Advertising and promotion 4. Stall hire 5. Catering



Darebin Community Engagement Plan

Project background

Describe the project/issue/problem	This project is developing an LGBTIQ+ Action Plan for Darebin to support the inclusion, rights, and wellbeing of LGBTIQ+ communities and to work to combat homophobia, biphobia, and transphobia in Darebin, Council is developing an LGBTIQ+ Action Plan. The Action Plan will be external facing, incorporating actions targeted at Darebin's LGBTIQ+ residents and those who work, study, play or access services in Darebin.
What decision needs to be made?	Development of a draft LGBTIQ+ Action Plan underpinned by experiences, priorities and tasks identified by LGBTIQ+ community in Darebin.
What is background to this issue?	<p>Council has made a long-standing commitment in 'Towards Equality: Council's Equity, Inclusion and Human Rights Framework 2019-2029' to support the rights of people and groups who experience discrimination and disadvantage including within the lesbian, gay, bisexual, transgender, intersex, queer and asexual (LGBTIQ+) communities. Council Plan 2021-2025 foresees the development of this Action Plan.</p> <p>Several other councils within the Melbourne metropolitan area have recently adopted or are currently finalising their LGBTIQ+ Action Plans or Strategies. This includes Maribyrnong, Melbourne, Merri-bek, Monash, Port Phillip, Stonnington, Yarra, Casey and Brimbank. Similarly, Victorian Government has adopted 'Pride in our future: the Victorian LGBTIQ+ Strategy 2022-32'.</p> <p>In the Council Plan 2021-25 Council committed to achieving the Rainbow Tick accreditation for a select number of council-led services. The accreditation which is a quality framework that helps health and human services organisations show that they are safe, inclusive, and affirming services and employers for the LGBTIQ community.</p> <p>There are gaps in reliable and representative data about the LGBTIQ+ communities in Australia, Victoria and within Darebin. The results of the 2022 Darebin Annual Community Survey estimate that approximately 6.5% of residents in Darebin identify as members of the LGBTIQ+ communities, however these results should be used with reservation due to the limitations deriving from the number of responses received. The Victorian Population Health Survey 2017 indicated that in Darebin 10.6% of the adult (18+ years) population who participated in the survey identified as LGBTIQ+ (Lesbian, Gay, Bisexual, Transgender, Intersex, Queer and others).</p>
Geographic scope	<input checked="" type="checkbox"/> All of Darebin <input type="checkbox"/> Part of Darebin- please list focus suburbs/area(s):
Risk Level	<input type="checkbox"/> Low <input checked="" type="checkbox"/> Medium <input type="checkbox"/> High Discussions around diversity and inclusion and particularly around sexuality have a chance to attract negative engagement. A risk assessment has been undertaken as part of developing this engagement plan and appropriate



Darebin Community Engagement Plan

	<p>strategies will be applied. Approaches will focus on in-person participation and using Your Say page, Council’s engagement platform.</p> <p>In addition, project collateral will include information listing relevant support/assistance numbers.</p>
<p>Complexity</p>	<p><input type="checkbox"/> Low <input checked="" type="checkbox"/> Medium <input type="checkbox"/> High</p> <p>Reaching a representative section of the LGBTIQ+ communities will require substantial time and broad engagement especially due to community being very heterogeneous. Risks outlined above will add to the complexity of the project.</p> <p>Limitations exist in staff time. The project will leverage support from the team, relationships with other teams.</p>
<p>Engagement Objectives</p>	<ol style="list-style-type: none"> 1. To understand the experiences of the members of LGBTIQ+ communities living, working, studying or accessing services in Darebin; 2. To determine the priority areas for Council to address in its work to support the inclusion, rights and wellbeing of LGBTIQ+ communities; 3. To identify potential actions to be considered for inclusion in the Action Plan; 4. To better understand the impact of intersectionality on the inclusion, rights and wellbeing of LGBTIQ+ communities in Darebin.
<p>Level of Community Influence</p>	<p><u>Negotiable</u></p> <ol style="list-style-type: none"> 1. A scope of issues (challenges and experiences of the LGBTIQ+ community members that can be reported to DCC) that contribute to the development of welcoming and LGBTIQ+-friendly Darebin; 2. A range of solutions addressing the issues and opportunities defined by the community; 3. Council’s priorities in its work to support the inclusion, rights, and wellbeing of LGBTIQ+ communities and to combat homophobia, biphobia and transphobia in Darebin. <p><u>Non-negotiable</u></p> <ol style="list-style-type: none"> 1. Possible solutions and actions that are not in Council’s remit, i.e. provision of services funded by the state or federal governments. 2. Possible solutions and actions not consistent with Council’s positions, i.e. with the Council’s ‘Towards Equality’ framework.
<p>Key questions</p>	<ol style="list-style-type: none"> 1. What are some of the things that contribute to feeling welcome, included and safe in Darebin?



Darebin Community Engagement Plan

	<ol style="list-style-type: none"> 2. What could be done to make the City of Darebin more welcoming, safe and inclusive place to live, work or study in for members of the LGBTIQ+ communities? Why? 3. How could Council improve services, programs and facilities and make them more accessible, safe, welcoming and inclusive for the LGBTIQ+ communities? 4. What actions should Council together with partners consider undertaking to combat LGBTIQ+ discrimination and to support the wellbeing, safety, inclusion and human rights of LGBTIQ+ communities in Darebin?
--	--

Organisational support

Will engagement have an impact on customer service calls?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Not Sure
Equity Impact Assessment (EIA) status	<input checked="" type="checkbox"/> EIA completed <input type="checkbox"/> EIA not completed
Meeting minimum standards of engagement	<ul style="list-style-type: none"> • Budget is available to translate brief information about this project into up to 10 community languages. This will cover contact details for the project team and link to the Your Say page, and will be included in all project collateral. • Information about this project will be developed in clear and accessible language. • Project collateral will include posters and flyers sharing information about the project that will be distributed in the community. • Participants will be able to use Google Translate functionality integrated with the Your Say page. • Project team will reach out to different officers at Council who have relationships with groups in the community, including Senior’s Clubs, young people, people with disabilities, Aboriginal and Torres Strait Islander communities, to connect and distribute information about this project. • Project team will be engaging with the community ‘in person’ during Midsumma Carnival and Victoria’s Pride events will allow additional support to be provided for community members to better understand the purpose of community engagement. • Specific demographic background-related question encouraging participants to consider if any aspect of their cultural identity contributes to their experience as an LGBTIQ+ community member in Darebin will be included in the data collection tool (i.e. survey). • Data collection tools used in Your Say page will be designed to be clear and concise in language as well as accessible.



Darebin Community Engagement Plan

	<ul style="list-style-type: none"> To address the intersectionalities relevant to this project (particularly CALD, Aboriginal and Torres Strait Islander communities but also youth and senior citizens, people with disabilities), engagement with Council’s community advisory committees as well as service providers and advocacy organisations will be carried out.
<p>Key messages (indicative)</p>	<p>Key Messages</p> <p>We want Darebin to be a safe and inclusive place for all members of its diverse community.</p> <p>This is why we are developing a draft LGBTIQ+* Action Plan to deliver on Council’s commitment to create a safer and more welcoming Darebin for LGBTIQ+ community members.</p> <p>We want to hear about your experiences here in Darebin.</p> <p>What can we do to make Darebin a city that is inclusive and more accessible to work, study, play and live for the LGBTIQ+ communities?</p> <p>How can Darebin services, programs and facilities be more accessible for the LGBTIQ+ communities, especially for trans and gender diverse, First Nations and culturally and linguistically diverse people?</p> <p>What actions should we include in the LGBTIQ+ Action Plan to empower and improve outcomes for the LGBTIQ+ communities and combat discrimination in everyday life and at the workplace?</p> <p>What steps should Council and our partners consider to ensure the wellbeing, safety, inclusion and human rights of LGBTIQ+ community members in Darebin?</p> <p>We are ready to listen. Share your thoughts with us on our dedicated Your Say page or come talk to us in-person in a safe and welcoming environment at our stalls at designated major LGBTIQ+ events. Our partnership with Victoria Police will ensure safety and security at these events.</p> <p>CTA</p> <p>To find out more about the draft LGBTIQ+ Action Plan, the dates of our in-person engagements or to Have Your Say from now until xxxxxx, visit yoursay.darebin.vic.gov.au/lgbtiqa+actionplan</p> <p><i>* LGBTIQ+ is an evolving acronym that stands for lesbian, gay, bisexual, transgender, intersex, queer/questioning, asexual. Many other terms (such as non-binary and pansexual) are also used to describe people's experiences of their gender, sexuality and physiological sex characteristics.</i></p>



Darebin Community Engagement Plan

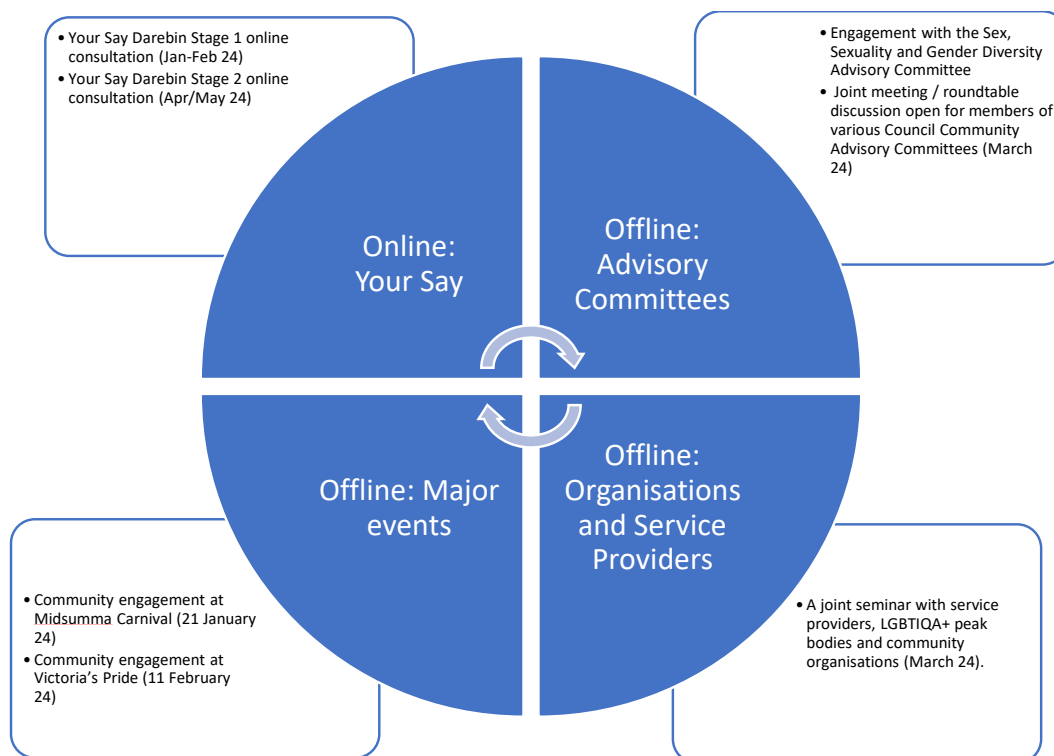
Engagement Approach

External consultants	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Engagement Type	Consultative	
Engagement Level		
	Participation goal	Our promise to the community
<input checked="" type="checkbox"/> <u>Consult</u>	To seek community feedback on analysis, alternatives, and proposed decisions.	We will keep you informed, listen to and acknowledge concerns and aspirations and provide feedback on how community input influenced the decision.

Engagement Method	Target Stakeholders	Performance measure	Delivery
<i>Targeted sessions</i>	<i>Organisations/service providers working in the LGBTIQ+ space in Darebin/Northern metro area</i>	1 sessions held 15-20 participants	Council
<i>Your Say page 2 Tools (Forms (survey) and Gather tools)</i>	LGBTIQ+ community members (and allies) living, working, studying, accessing services or playing in Darebin	500 visits/views	Council
<i>Engagement tools (eg survey)</i>	LGBTIQ+ community members (and allies) living, working, studying, accessing services or playing in Darebin	100 completed	Council
<i>Advisory Committee discussions</i>	Members of SSGDAC and other community advisory committees (Active and Healthy Ageing AC, Darebin Aboriginal AC, Disability AC, Darebin Interfaith Council, Gender Equity AC, Young Citizens Jury and Welcoming Cities Community Reference Group).	3 committee session/s attended 25 attendees	Council
<i>Face-to-face in community stalls at Midsumma Carnival and Victoria's Pride</i>	LGBTIQ+ community members (and allies) living, working, studying, accessing services or playing in Darebin	100 attendees	Council
<i>Joint seminar March 24</i>	Joint seminar with service providers, LGBTIQ+ peak bodies and community organisations.	20 attendees	Council



Darebin Community Engagement Plan



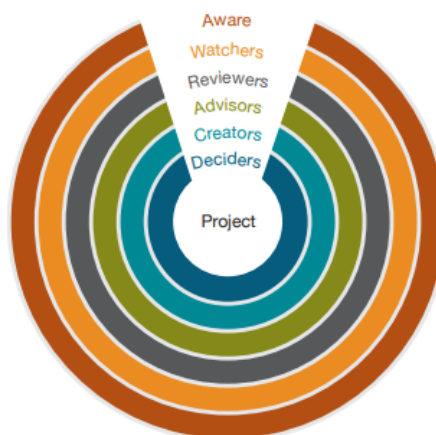
Key Stakeholders

Stakeholder Group	Level of Impact	Level of Interest	Notes <i>Known groups, data and insights etc.</i>
Sex, Sexuality and Gender Diversity Advisory Committee	High	High	
Council's other advisory committees	Low	Unknown	
Organisations, service providers and community groups in the LGBTQIA+ space	High	Unknown	Your Community Health, Australian GLTBIQ Multicultural Council, Transgender Victoria, Rainbow Families Victoria
Selected council services in scope for Rainbow Tick accreditation	High	High	
Darebin's LGBTQIA+ residents	High	Unknown	
LGBTQIA+ users of Council services	High	Unknown	
Lens/Priority from Equity Impact Assessment*			
People - LGBTQIA+			
Experience - Disadvantage/Discrimination			
Experience - Mental Health			



Darebin Community Engagement Plan

Aggens’ Orbits of Public Participation (optional)
 Complete the Orbits of public participation table below to get a better understanding of your stakeholders and their level of interest and potential impact on the project.



Deciders:	Council
Creators:	Equity and Wellbeing dept Project Team, Project Working Group, ELT
Advisors:	Sex, Sexuality and Gender Diversity Advisory Committee, Rainbow Tick Project Control Group and Project Working Group
Reviewers:	Members of Darebin’s LGBTIQ+ communities (and allies) who actively participate in the engagement, organisations and service providers in the LGBTIQ+ space.
Watchers:	Members of Darebin’s LGBTIQ+ communities (and allies) who are interested in the project and its outcome, wider public.

9.8 MIGRATION PUBLIC ARTWORK**Author:** Art and Collections Coordinator**Reviewed By:** General Manager Community

EXECUTIVE SUMMARY

This report provides options for the scoping of a new Public Artwork in Darebin which acknowledges Darebin's migration story. The scoping study was funded by Council (\$20K) in the 2023/24 Council Plan and Budget.

Based on feedback received during the September 2023 meeting of the Art and Heritage Advisory Panel as well as October and November 2023 Council Briefing sessions, officers have prepared this report providing Council with three delivery options. Officers recommend Delivery Option 3 and are seeking a decision from Councillors to enable officers to move the scoping study forward.

At the above briefings, Councillors noted that presently there is no funding allocated to commission the public artwork and noted that this funding decision is considered at different points in the delivery options. Based on feedback from Council at these briefings two funding options are also presented in this report for consideration and decision by Council.

Officer Recommendation

That Council:

- (1) Endorses Migration Public Artwork Delivery Option 3 as outlined in **Appendix A** to progress the scoping study for the Migration Public Artwork as funded in the 2023/24 Council Plan and Budget.
 - (2) Endorses Migration Public Artwork Funding Strategy Option 2 – refers consideration of whether to fund \$180,000 to commission the public art work to the 2024/25 Council Plan and Budget process for consideration and prioritisation against other capital priorities and community needs.
-

BACKGROUND / KEY INFORMATION**Background**

Since 2018/19 investment in a new significant cultural asset that acknowledges Darebin's migration story has been considered in the context of the Level Crossing Removal Program (LXRP). Council officers were in discussions with the Level Crossing Removal Authority (LXRA) around a proposal to co-invest in a co-commission model as a partnership as part of a Preston Station Creative Strategy. In August 2022, LXRA confirmed they were not proceeding with a creative strategy for Preston Station.

In April 2023 Council, amongst several other items:

- Noted that Council had previously identified a public art commission project, the installation of a civic artwork that elevates and celebrates the history of migration to the municipality, and that this project had not been delivered.
-

- Referred for consideration to the budget process for 2023/24 Multicultural Civic Artwork that elevates and celebrates the story of Migration.

In June 2023 Council resolved to include in the 2023/24 Council Plan and Budget:

- \$20k for the scoping out for a migration monument.

In November 2023, a Notice of Motion was listed on the November Council agenda and was deferred for consideration by Council at the December 2023 Council meeting:

- That Council calls for a report at the earliest possible opportunity on ways that Council can enhance the way it engages with post-war migrants so their views and experiences are incorporated in Council programs, services and projects including the Migration Monument, Country of Origin Signage and Place naming projects.

Project Overview

This project is an opportunity for Council to acknowledge Darebin's migration story through the installation of a permanent new cultural asset in the public realm (subject to a decision of Council to fund commissioning of the art work).

If commissioned, this piece of public art could become a place of inter-cultural connection and reflection and act as a place of gathering on days of multi-cultural significance for Darebin's diverse community.

It is proposed that this public artwork would be located in the Preston Civic precinct, near the Intercultural Centre (350 High Street), this cultural asset would sit alongside The Stolen Generation Marker, *The Connection* public artwork by Michael Snape, and The War Memorial Cenotaph.

It will be important to ensure as much as possible what is commissioned reflects the many different stories, experiences, and perspectives of Darebin's multi-cultural community who have come to Australia for different reasons, in different ways, for different lengths of time and with different lived experiences. The project will also need to be cognisant and sensitive to the fact that the public artwork reflecting migration will be on Wurrundjeri Woi-wurrung land.

At this stage Council has committed \$20K in 2023/24 to undertake scoping work for this project. As yet no funding has been committed by Council in future years to commission the public artwork and this will need to be carefully managed in terms of community and artist expectations being raised through the engagement process to fulfill the scoping study.

Previous Council Resolution

- April 2023 – Migration Monument, Annual Multicultural Art Installation, Backyard Harvest, Multicultural Oration & Homemade Food and Wine Festival.
- June 2023 - Council Plan and Budget – allocation of \$20k to scope the Migration monument.

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

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

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

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

DISCUSSION

Noting the importance of community engagement to ensure best outcomes for this public art project, officers have prepared three (3) options that entail different approaches to community consultation and subsequently result in different timelines and budget allocation requirements. Officers are seeking a decision from Councillors on the preferred approach to enable officers to move forward. In all options community and artists expectations may be raised and will need to be carefully managed as Council has not yet decided to fund the commissioning of the public art work.

In addition, in all options best endeavours would be utilised to progress the project in line with the timeframes outlined in Appendix A. As the project progresses and once a preferred site and the scale of the public artwork is known there may be statutory approvals or approvals from third parties required which may impact on timelines. Council will be kept apprised of this in the event that this occurs.

Delivery Option 1:

This option entails a targeted community consultation process to engage people with first-generation lived experience of migration, as well as experts in Public Art and Place Making.

A Project Control Group (PCG) would be created via direct appointment. This group would support and guide the delivery of this commission including developing a Project Brief, using the feedback received through the consultation process.

Benefits:

- Most efficient timeline
- Focused consultation process with target groups and individuals
- Project delivery by **February 2025** (subject to Council allocating funding either ahead of or during the 2024/25 budget process)

Risks:

- Not enough time for open community consultation forums
- Very tight timeline that could be impacted depending on availability of PCG and the shortlisted artists
- Dependent upon Council allocating funding either ahead of or during the 2024/25 budget process to commission the art work.

A detailed timeline for this option is provided in **Appendix A**.

Delivery Option 2:

This option entails a full-scale open consultation model.

A Community Reference Group (CRG) would be assembled via an EOI process. Applications would be assessed by Council Officers aligned to the following criteria:

- First-generation lived experience of Migration
- Live, work or study in Darebin
- The demographic makeup of Darebin as reflected in the census data
- Public art experience (desirable, not essential)

This group would design and facilitate an extensive community consultation action plan over several months. The CRG would also determine the selection of the shortlisted artists and support the artist who is awarded the commission through the artwork design and delivery (if commissioning is funded by Council).

Benefits:

- Deeper community consultation over a longer period of time
- Project designed and delivered in partnership with a CRG

Risks:

- Significantly longer project delivery timeframe - project delivery by **March 2026** (subject to artwork commission being funded by Council).
- The extended engagement and consultation would require a further allocation of funding of \$15,000 in 2024/25 to scoping activities.

A detailed timeline for this option is provided in the **Appendix A**.

Delivery Option 3 – RECOMMENDED

This option presents a community-led approach to the Migration Public Artwork commission that seeks to balance Councillors requests for a level of deeper engagement (albeit not as deep as Option 2), in a shorter timeframe (albeit not as short as Option 1), within existing budget parameters.

A Community Reference Group (CRG) would be assembled via an EOI process. Applications would be assessed by Council Officers aligned to the following criteria:

- First-generation lived experience of Migration
- Live, work or study in Darebin
- The demographic makeup of Darebin as reflected in the census data
- Public art experience (desirable, not essential)

The CRG would support the process of community consultation and the development of the Project Brief for this artwork within a finer time frame.

The CRG would also determine the selection of the shortlisted artists and support these artists to deliver a number of round-table discussions with community members about the project.

Benefits:

- Deeper consultation over a fixed period than Option 1

- Project designed and delivered in partnership with a CRG
- No extra budget required for scoping study.

Risks:

- A tight time-frame - Project delivery by **June 2025** (subject to Council funding artwork commission).
- Consultation is not as deep as Option 2.

A detailed timeline for this option is provided in the **Appendix A**.

As outlined earlier, Council has not yet decided to fund commissioning of the art work. This was discussed at Council briefing and two funding options are presented: -

Migration Public Artwork Funding Strategy Option 1

In funding option 1, Council would decide to include \$180,000 now in the 2024/25 capital program. This funding option provides certainty to the community and artists that there is funding to deliver the public art work. The risk with this option is that this project is considered and funded ahead of the 2024/25 capital program and budget process and is not prioritised alongside of other capital project needs.

In the event Council wish to adopt Funding Option 1, rather than the officer recommendation, the following amendment is provided for Council: -

Endorses Migration Public Artwork Funding Strategy Option 1 – allocation of \$180,000 in the 2024/25 capital budget to commission the project in line with the project plan and timeline as outlined in Option 3.

Migration Public Artwork Funding Strategy Option 2 - RECOMMENDED

In funding option 2, Council would refer the funding decision of \$180,000 to commission the public art work to the 2024/25 Council Plan and Budget process. The benefit of this option is that the public art work would be considered and prioritised against other capital and asset management priorities and community needs. The risk with this option is that there will be a longer period of uncertainty for the community and artists around whether the public art work will be commissioned.

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

Council has allocated \$20k in 2023/24 to scope a public artwork to acknowledge Darebin's migration history. The intent is to use this funding to support payment of three short-listed artists to further refine their concept and some engagement activities, noting that most engagement work will be undertaken within existing resources. If based on feedback received at a meeting of the Art and Heritage Advisory Panel and Council briefings, Councillors wish to pursue Option 2, a further \$15k would be required in 2024/25 to support deeper engagement and the payment of short-listed artists.

There is currently no funding confirmed in future years to deliver this project. Circa \$180K would be required to fabricate, install, and launch the public artwork in either 2024/25 (Option

1&3) or 2025/26 (Option 2). Officers will explore opportunities for external funding to fund all or part of the commissioning cost of this project but this is not guaranteed. This is a key risk in terms of community engagement and engaging artists to develop concepts for delivery of a project that is currently un-funded.

If commissioned this artwork would become part of Darebin's permanent Public Art Collection and would be an additional asset that would need to be maintained and conserved for its intended lifespan through Darebin's annual Public Art Maintenance budget.

Community Engagement

Community Engagement will be undertaken via one of three strategies. These options are summarised below.

Option 1:

This option entails a focused community consultation process with targeted engagement of CALD community members and those with lived experience of migration, as well as experts in Public Art and Place Making. Select groups and individuals would be approached for consultation including the Darebin Ethnic Communities Council, Multicultural Arts Victoria, Darebin Art & Heritage Advisory Panel, Darebin Welcoming Cities community reference group and more. A 'Your Say' consultation page would also be included in this process so that anyone in Darebin can share their thoughts on the project.

Option 2:

This option entails a full-scale community-led model where an Expressions of Interest (EOI) callout would be initiated for CALD community members and those with lived experience of migration to join a Community Reference Group (CRG) who would design, guide, and support the delivery of this commission from start to finish. The CRG would facilitate the community consultation to be undertaken on behalf of Darebin Council.

Option 3:

This option entails an open community-led model where an Expressions of Interest (EOI) callout would be initiated for CALD community members and those with lived experience of migration to join a Community Reference Group (CRG) who would design, guide, and support the delivery of this commission from start to finish. The CRG would facilitate the majority of the community consultation to be undertaken on behalf of Darebin Council, albeit in a way that is less extensive than Option 2 hence the compressed delivery timeframe.

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;

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)

The principles of sustainability, durability, and minimising environmental impact will be embedded in the Project brief when it is drafted. Artists nominating themselves for this public art project will be asked to consider these principles in the development of their artwork concept. Sustainable building materials and artworks with minimal ongoing conservation requirements will be looked on favourably.

Equity, Inclusion, Wellbeing and Human Rights Considerations:

1. Equity Impact Assessment

Preliminary internal consultations are underway with the Equity & Diversity team who have highlighted that engagement with the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation (WWCHAC) is critical to the planning and delivery of this project if we are to uphold Council's commitments through the Statement of Commitment to Traditional Owners and Aboriginal and Torres Strait Islander people 2019, principle 1 of Towards Equality framework and Big action 4 of the Council plan 2021-2025.

2. Community engagement:

Given the complexity of the topic covered by this project, thorough and inclusive community engagement is required.

3. Welcoming Cities framework:

As this project touches fundamentally on cultural diversity and migration, this work will be informed by the Welcoming Cities standards. These standards have been endorsed by Council and guide Darebin's work in relation to cultural diversity and inclusion, with a focus on CALD and migrant communities. Under the 'Places and Spaces' section of the Welcoming Cities Standards, it's noted that local councils should support initiatives that communicate the significance of cultural stories in public spaces and facilities.

Economic Development and Cultural Considerations

There are numerous economic and cultural outcomes of the proposed project.

Operational Impacts

This project will be delivered by the Art & Collections unit in consultation with the following Council teams:

- Equity & Wellbeing
- City Design
- Economic Development

- Parks & Open Spaces
- The Intercultural Centre

Once installed, the ongoing maintenance and care of this work would be the responsibility of the Art & Collections unit and would be supported as part of this unit's annual public art maintenance schedule.

Legal and Risk Implications

Council follows specific processes for commissioning public art in Darebin that align with industry best practices. These processes, as outlined in Council's Public Art Guidelines, ensure the protection of intellectual and moral rights for artists and creative practitioners, and will be utilised in delivery of this project.

IMPLEMENTATION ACTIONS

Officers have proposed three different approaches to delivery of this project and are seeking a decision from Council on the preferred approach. The key project milestones are:

Key Milestone Stages:



- Preliminary Community Consultation with target groups
- Develop a PCG or CRG
- Develop Project Brief
- Open community consultation forums
- EOIs for artists to nominate themselves for the commission
- Develop an artist long-list
- Develop an artist short-list
- Shortlisted artists develop a detailed concept proposal
- 1 artist awarded the Migration Sculpture commission*
- Migration Sculpture artwork created/fabricated*
- Migration Sculpture artwork installed*
- Migration Sculpture launch*

* *Subject to confirmation of funds to commission the work.*

RELATED DOCUMENTS

NIL

Attachments

- Migration Public Artwork Timeline Options (**Appendix A**) [↓](#) 
- Darebin Public Art Framework 2019 (**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.

MIGRATION PUBLIC ARTWORK

TIMELINE OPTIONS

OPTION 1	
ACTION	TIMELINE
Project research	July-Aug 2023
Consultation; community groups and committees: <ul style="list-style-type: none"> • Darebin Ethnic Communities Council • Multicultural Arts Victoria • Darebin Welcoming Cities community reference group • Darebin Art & Heritage Advisory Panel • Darebin Public Art Advisory Group • Artery Cooperative, Northcote • Academics who specialise in public art • Darebin Aboriginal Advisory Committee • Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation • Equity & Diversity and City Design units 	1 September – 30 December 2023 (The majority of this consultation has been completed).
Develop a Project Control Group (PCG). PCG to include: <ul style="list-style-type: none"> • Darebin Curator • 1 x member of Darebin Ethnic Communities Council • 3 x CALD community members • 2 x members of the Darebin Art & Heritage Advisory Panel with Public Art expertise 	1-30 January 2024
Council officers and PCG draft project brief based on advice and guidance from consultations	1-29 February 2024
Open EOI - Invite community members to nominate themselves for the migration sculpture commission	1 - 31 March 2024
Create a long list from the community responses to the EOI	1 - 10 April 2024
Project Control Group (PCG) to develop a short list of 3 artists and commissioning referred to budget process*	10 – 30 April 2024
Engage 3 shortlisted artists to develop a detailed artwork concept	1 May – 15 June 2024
Shortlisted artists present their artwork concepts to PCG	15 – 30 June 2024
Successful artist selected	1 July 2024
Contract awarded and signed subject to confirmed budget*	1 July 2024
Creation of Migration sculpture*	July 2024 – December 2024
Installation of Migration sculpture*	January 2025
Public launch and celebration of Migration sculpture*	February 2025

**Subject to Council or other funding being available to commission project circa \$180K.*

OPTION 2	
ACTION	TIMELINE
Project research	July-Aug 2023
Internal consultation with relevant Council units	Sept-November 2023
Open EOI for community members to join a Community Reference Group (CRG) to design the scope and delivery of the Migration monument: <ul style="list-style-type: none"> • 3 x Community Members with lived experience of migration • 1 x Darebin Ethnic Communities Council representative • 2 x CALD members of the Darebin Art & Heritage Advisory Committee • Darebin Art Curator 	January - March 2023
Develop and deliver a community consultation plan with the CRG which may include: <ul style="list-style-type: none"> - Your Say page - Community Information sessions - Round-table discussions - Discussion paper 	March – July 2024
CRG draft a project brief with administrative support from Council officers	August 2024
Present draft project brief to Council briefing and Council meeting for endorsement*	September 2024
Open EOI - Invite community members to nominate themselves for the migration sculpture commission	1 October – 15 November 2024
CRG to create a long list from the community responses to the EOI	15 – 30 November 2024
CRG to develop a short list of 3 artists.	1-30 December 2024
Engage 3 shortlisted artists to develop a detailed artwork concept	1 January – 20 February 2025
Shortlisted artists present their artwork concepts to CRG** <p>Allows for project costings to be ready for the draft and final budget process and allocation in 25-26 budget year (following consideration by Council of this initiative against other capital works priorities).</p>	March 2025
CRG present their recommended artist to Council briefing**	April 2025
Successful artist awarded commission and contract signed subject to confirmed budget**	1 July 2025
Creation of Migration sculpture**	July - December 2025
Installation of Migration sculpture**	January – February 2026
Public launch and celebration of Migration sculpture**	March 2026

* *Would need to occur prior to caretaker period.*

** *Subject to Council or other funding being available to commission project circa 15K in 2024/25 and \$180K in 2025/2026*

OPTION 3	
ACTION	TIMELINE
Project research	July-Aug 2023
Targeted Consultation: <ul style="list-style-type: none"> • Darebin Ethnic Communities Council • Multicultural Arts Victoria • Darebin Welcoming Cities CRG • Darebin Art & Heritage Advisory Panel • City of Melbourne public art team • CALD Academics who specialise in public art • Darebin Aboriginal Advisory Committee • Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation • Equity & Diversity and City Design units 	1 September – 30 December 2023 (The majority of this consultation has been completed).
Call for Community Members to join a Community Reference Group (CRG): <ul style="list-style-type: none"> • 3 x Community Members with lived experience of migration • 1 x Darebin Ethnic Communities Council representative • 2 x CALD members of the Darebin Art & Heritage Advisory Committee • Darebin Art Curator 	1 January – 15 February 2024
CRG and Officers complete first draft of Project Brief	1 – 31 March 2024
Draft Project Brief presented to Council for review	April 2024
Project commission referred to budget process*	March - April 2024
Revise and finalise Project Brief as required	May 2024
Open EOI: Invite community members to nominate themselves for the migration sculpture commission	1 June – 10 July 2024
CRG to develop a short list of 3 artists.	11 – 31 July 2024
Open consultation: Shortlisted artists hold several community roundtable discussions for feedback on the project	August 2024
Your Say page set up for community feedback on the project	August 2024
3 Shortlisted artists each develop a detailed artwork concept	1 September – 20 October 2024
Shortlisted artists present their artwork concepts to CRG	21 – 31 October 2024
CRG present their recommended artist to Council briefing**	December 2024
Contract awarded and signed with successful artist*	December 2024 / January 2025
Creation of Migration sculpture*	January 2024 – April 2025
Installation of Migration sculpture*	May 2025
Public launch and celebration of Migration sculpture*	June 2025

*Subject to Council or other funding being available to commission project circa \$180K.

** Presentation to Council not possible until the conclusion of Caretaker period.

· PUBLIC · ART · IN · DAREBIN ·

1. INTRODUCTION



This Public Art Framework outlines the vision, broad direction, priorities and approach Darebin Council will take in developing public art in the municipality.

The Framework has been developed after an extensive period of internal and external consultation.

This document will form the basis for a comprehensive Public Art Policy and Guidelines – including internal processes, artist and community engagement guidelines, contracts, commissioning process, and de-commissioning process.

2. PUBLIC ART – WHAT IS IT?

Public art, art in the public domain, public realm art, urban art, outdoor art – these are all terms for the same thing. Public art is art specifically created to be experienced in the public realm outside the internal walls of a gallery or museum. By its nature it is accessible, free, and available for all of our community to come into contact with and enjoy.

Permanent artworks can be standalone sculptures, 2D or 3D wall pieces, installations, lighting or sound based works, multi-media pieces or artistic interventions. They can also be artworks integrated into a building or landscape or artist designed outdoor furniture, fittings or decorative elements. They are intended to be in-situ for an extended period of time.

Newly commissioned permanent artworks will normally have an expected lifespan of up to 20 years and will be required to be robust and long lasting. Some public artworks, due to the nature of the medium used, or site issues, may be considered ‘permanent’ even though they may be in-situ for a period of less than 20 years. Some existing statues, sculptures, memorials or other historic works of bronze or other long lasting materials may have been in place for more than 20 years.

New permanent public artworks in Darebin will be specifically commissioned from an artist in response to an artistic brief prepared or approved by Council. The best works are developed with an appreciation of their physical location and are responsive to the specific issues of the site.

Public Art forms a visual and tactile record or trace of the issues, thoughts, concerns, ideas and concepts that were/are important to the community at a particular point in time.



· PUBLIC · ART · IN · DAREBIN ·

Temporary artworks can encompass artworks in a wide variety of mediums and technologies. The majority of these artworks are developed by the artist specifically for the short term opportunity available. Others may be pre-existing artworks reimagined in a new context. The lifespan of a temporary public artwork or project can range from a few days to a number of months.

Temporary artworks are often experimental in nature and the artist may be responding to specific sites, themes, or opportunities. Due to their shorter anticipated exhibition period, these works may be made from less durable material and are often not able to adapt to longer term display. On occasion, works developed as temporary projects may be suitable for re-occurring display (video, banners, posters etc.)



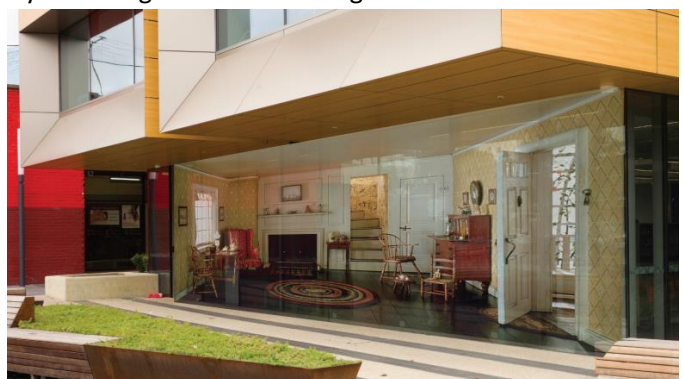
Ephemeral artworks include performance or event-based pieces that are experiential. They may be fleeting, providing an immediate and momentary experience for the viewer, or last a few hours. Ephemeral artworks can also be works made from materials that degrade quickly such as paper or ice, these works are specifically designed by the artist to disappear over a period of time and this disappearing is a key component of the concept.

Temporary and ephemeral artworks or any art projects, installations, events or activities happening in the public domain of Darebin will be curated or initiated by Council or developed and delivered by external providers with the express approval of Council.

Council is committed to engaging the community in many aspects of its public art program, however, our emphasis is to support public artworks that are created or led by **experienced professional artists**. We believe this provides the best opportunity for high quality outcomes. As the leading creative practitioners in developing public art projects, professional artists will sometimes work with expanded creative teams, professional fabricators or community members to deliver the artwork. For example, in the event Council supports a creative project that will occur in the public domain involving local community members, untrained artists or school children, our priority will be those projects involving professional artists who will oversee and direct the project. Likewise, we encourage professional artists to be engaged in Council or external projects for creative signage, play spaces, seating or other furniture or decorative elements in the public domain.

We do not believe that unsolicited graffiti such as tagging is public art. However, whilst not sanctioned or commissioned by Council, we are aware that there may be a range of unendorsed guerilla art interventions in the public realm such as stenciling, sprayed murals or other street art and craft practices that many community members are receptive to due to their artistic merit or because of their relevance to, or commentary on, local or community issues.

We are committed to public art in Darebin being high quality, engaging, relevant, well maintained and safe. We will regularly review artworks to ensure they meet these requirements and if necessary may choose to remove, relocate or replace unsuitable works.



· PUBLIC · ART · IN · DAREBIN ·

3. CONTEXT

Darebin is a municipality with an extremely varied range of communities living and working within its boundaries. We delight in our diversity, the range ages, abilities, genders, and experience, the mix of socioeconomic circumstances, and we embrace the varied backgrounds of our residents and workers, acknowledging and celebrating those with Indigenous and multicultural heritage. We enjoy what this diversity brings to our lives, the great range of restaurants and cafes, the unique retail offerings, and the other distinctive services and businesses in our neighborhoods. We delight in the unique character of individual places and people in our municipality.

As a Council we aim to retain and celebrate what we already have that is unique to Darebin, and we seek to encourage and support new innovations, ideas, projects and events that explore and activate our city in exciting ways.

We will create diverse and changing experiences of public spaces and provide outstanding opportunities for local and national artists to create new works

We already do this by ensuring significant heritage places, buildings and landscapes are preserved and maintained and we acknowledge their continued contribution to our environment. We encourage groundbreaking and responsive design for exciting new buildings and civic infrastructure, we are involved in reinvigorating our streetscapes, and we invest in green spaces and parklands. We support cultural practitioners to stay living and working in our municipality through various Council programs and grants and invest in numerous local cultural organizations because we know they are important contributors to the culture and ethos of Darebin. We find a myriad of ways to support community cultural activities that happen in our public spaces such as festivals, events and markets.

Our role is also to encourage, plan and design vibrant, safe and welcoming public spaces that are enjoyed and utilized by our residents, local workers and visitors. Embedding culture into the design and use of these spaces enhances and activates these environments.

We can bring culture into the public realm by supporting and encouraging public art – permanent, temporary and ephemeral. Public art offers a tangible way to express and animate our varied stories - our histories, our heritage, the past uses of our land and buildings, a celebration of those people who are important to us, our acknowledgement and appreciation of practices and rituals and issues of relevance to our various communities. Public art, especially experimental temporary art projects, also provide opportunities for our community to experience first-hand many emerging artistic trends and technologies that are impacting our world.



Page 3

· PUBLIC · ART · IN · DAREBIN ·

4. BACKGROUND

Darebin has a proud record of encouraging and supporting public art. Public art provides Council an opportunity to demonstrate its commitment to placing community, creativity and ideas as central to its vision for Darebin as a forward thinking, responsive and exciting place to live and work. It provides physical evidence that the City of Darebin is committed to fostering *innovation, creativity and diversity*.

Over many years, the City of Darebin has supported public art through a variety of mechanisms, primarily through commissioned permanent artworks and temporary projects initiated or funded by the Council's Creative Culture & Events unit. There have also been a number of public art projects and activities that have come about through one-off projects, via external providers as well as by other Council departments.

Recently, there has been significant work done in trying to clarify Council's objectives in supporting public art, and to streamline internal processes to ensure best-practice mechanisms going forward and to avoid some of the ad-hoc approaches of the past.

Council's most recent Public Art Framework *Beyond FIDO, Darebin's Public Art Strategy* expired in 2015. In 2017 an independent consultant and a City of Darebin Arts Ambassador, Lindy de Wijn was engaged to create a Public Art Discussion Paper.

To inform the development of a new Public Art Framework, a community consultation process took place to explore what types of public art the community would like to experience and where. In late 2017, De Wijn's Discussion Paper was made available online through the Darebin's *Your Say* consultation page and local residents, artists and the broader community were encouraged to participate in an online survey and provide feedback. The online survey attracted 174 respondents. Accompanying this, an extensive internal engagement process with staff from across various departments was facilitated.

Council also supported a roundtable of public art specialists comprising professional artists living in the municipality and beyond including Indigenous artists, educators and academics, and representative of local arts organisations. They provided insight and recommendations about the opportunities in delivering and managing public art going forward.

Council staff also undertook a review of the policies and frameworks of City of Melbourne, City of Greater Dandenong, City of Moreland, and City of Yarra to gain insight into the approach of other municipalities with strong public art programs.

A key finding of the public and specialist consultation was the high level of enthusiastic support for Council's ongoing role in supporting and presenting public art within the municipality. **90% of those surveyed believed that public art in Darebin can make the community more inspiring and surprising and 92% would like to see more artists creating art in the public domain. The type of art ranked as of most interest to survey respondents was temporary and ephemeral public art projects.**

Given that 66% of the respondents were residents and another 26% worked in Darebin, this feedback provides strong evidence that the City of Darebin should feel confident in supporting new and engaging public art projects, especially temporary and ephemeral art projects in the public domain.

· PUBLIC · ART · IN · DAREBIN ·

5. THEMES AND FOCUS AREAS.

Five themes for public art emerged through the review period. They were:

1. Public Art as an **ACTIVATOR** of public places
2. **VALUING, DOCUMENTING & MAINTAINING** the public art and heritage we have now, and in the future
3. **INTEGRATING ART** into urban design and planning at the preliminary stage of projects (master plans)
4. **ENCOURAGE THE PRIVATE SECTOR** to engage artists to ensure developments are innovative & dynamic
5. Quality public art projects, permanent and temporary, used to enhance brand, marketing & **CULTURAL TOURISM** for Darebin.

Following community and stakeholder feedback regarding these themes, some focus areas for public art have been identified. They can loosely be broken down into four key areas:

TEMPORARY AND EPHEMERAL PROJECTS:

- An emphasis on temporary and ephemeral public art projects which provide more experimental but short term outcomes
- An aim to explore opportunities to create re-occurring temporary public art events or festivals
- Where possible, develop projects or opportunities in partnership with other organizations

AIMS:

- Artistic excellence
- Transformative, accessible, inclusive experiences
- Broad geographical reach
- Appropriate resources & processes
- Supporting artists
- Leadership and innovation

PROVISION OF PERMANENT INFRASTRUCTURE FOR TEMPORARY ART:

- A recognition that Council should support the provision of a range of permanent infrastructure such as screens, light-boxes and projectors in order to facilitate programmed artistic content

PERMANENT PUBLIC ART PRIORITIES:

- Closer alignment of permanent artworks with Council strategies, capital works, and renewal projects
- Ensure Creative Culture and Events staff are involved in early discussions about new developments in order to facilitate public art in these developments where possible
- Set up a rolling reserve to accumulate funds for more significant permanent projects to be commissioned by Council.
- Council to provide guidance to private developers, building owners and other external organizations regarding public art such as incorporating public art into new residential or commercial developments, or hosting public artworks or events. Council will encourage external providers to engage professional public art project managers, professional artists and to have clear briefs and legal agreements.

ARTIST RESIDENCIES:

- Support artists to undertake short or long term residencies leading to public realm art outcomes. Such residencies might be community based or aligned with specific Council initiatives or in collaboration with local arts organization or educational institutions.

· PUBLIC · ART · IN · DAREBIN ·

6. OTHER ISSUES INFORMING PUBLIC ART PROGRAM PRIORITIES

Collaborations, partnerships and communication are key to coordinating a successful public art program. We will further develop our positive relationships with locally based arts organizations and educational institutions and explore partnership or collaborative public art projects, events and related activities. We will foster relationships with internal and external partners including funding bodies, other government departments and agencies and private developers to deliver projects of a budget, scale or complexity that we do not currently deliver. We also seek to work in closer collaboration with other arms of Council to share opportunities, funds, and knowledge and to ensure a more consistent approach across Council that delivers quality outcomes.

Our public art program will be responsive to our community, and we will enable community connections and facilitate new relationships for civic engagement into our public art programs. For example, we will explore opportunities for community members and stakeholders to contribute to research, themes, and content (via a range of mechanisms including oral histories, workshops or other feedback avenues) which can then be interpreted and expressed by artists in new public art projects.

We also want to encourage an appropriate timeline for any new permanent public artwork being commissioned by Council or by private developers and ensure artists are engaged at the earliest stage of the project. Ideally:

- Year 1 scope sites and community engagement.
- Year 2 full design, due diligence and tender documents, procurement for construction.
- Year 3 construction and launch event.

Likewise, we want to ensure that budget provision is adequate for high quality artworks and that funds are earmarked for ongoing repair and maintenance at the time of commissioning.

7. PUBLIC ART SELECTION CRITERIA

Public Art projects will be assessed against the following criteria:

- relevance to the Public Art Framework
- artistic merit
- projects which are contemporary, are of a high quality, are innovative and engage with the issues, trends, materials and techniques of our time
- involvement of a professional artist in the project
- appropriateness and relevance to the site
- consideration of public safety, maintenance and durability requirements if longer term
- non-duplication of projects, or support for projects of a similar type to existing or previously supported artworks
- non-duplication of memorials or monuments commemorating same or similar events
- consistency with current planning, heritage and environmental policies and other Council programs

· PUBLIC · ART · IN · DAREBIN ·

8. ADMINISTRATION

Council does not currently have a Public Art Officer with responsibility for delivering the public art program.

Until such time as a Public Art Officer is appointed, public art commissioning and curation at Darebin will be managed by the staff of Bundoora Homestead Art Centre (BHAC) and overseen by the Manager, Creative Culture & Events.

BHAC staff will follow the guidelines for commissioning art projects in the public domain outlined in the Darebin Public Art Policy (currently in development). This policy will cover the commissioning process, briefs and agreements, rules and guidelines for acquiring and removal of artworks, guidelines for outside contributions (grants, donations, other non- government sources, gifting), etc.

A Darebin Public Art Quality Assurance Group (DPAQAG) to be led by Creative Culture & Events and representing a range of key Council departments will consider and advise on all public art projects in the early stage of planning. Recognizing there has previously been a dispersed and uncoordinated approach to planning and delivering art in the public realm, this new whole-of-Council approach is to be adopted to ensure best case outcomes for public art, cultural activations, and artwork commissions. This group will ensure that Council responds consistency to public art opportunities, that there is a uniform vision and whole of municipal approach, artists and community are at the heart of concept development, and that all ethical, moral and legal considerations are met.

The DPAQAG will meet quarterly or as required and will be guided by the professional expertise of the BHAC and Creative Culture & Events staff regarding the most appropriate process for selecting and engaging professional artists and the standards for artist agreements and project management systems. DPAQAG will also review guidelines and templates used by Council for public art projects.

A specialist Public Art Advisory Panel will be appointed on a case by case basis, dependent on the scale and complexity of any new public art initiative. This panel will include external visual art experts, BHAG Senior Curator, other Darebin staff members and relevant community participants. The Panel will not be involved in day-to-day planning or management of the public art program nor will they be involved in approval of individual projects.

9. RELEVANT COUNCIL DOCUMENTS THAT INFORM THE PUBLIC ART PROGRAM

- Darebin Council Plan 2017-2021
- Darebin Art Strategy 2014-2020
- Darebin Collection Policy
- Darebin Public Art Policy (currently in development)
- Council Graffiti Management Policy
- Any future documents approved by Council and any guidelines set out by the DPAQAG

**9.9 YOUR STREET YOUR SAY GROUP B ROUND 1
CONSULTATION FINDINGS AND DRAFT CONCEPT PLANS
FOR COMMUNITY CONSULTATION ROUND 2**

Author: Team Leader Community Projects and Programs

Reviewed By: General Manager City Sustainability and Strategy

EXECUTIVE SUMMARY

This report seeks Council endorsement to deliver the second stage of community engagement for the *Your Street, Your Say Area B* transport place-making project.

The engagement will seek feedback on:

- The 20 draft concept plans and their priority
- Advocacy priorities
- The 10 operating projects, including a blackspot project, and
- Proposed changes to area-based speed limits, including 40km/h and a 30km/h trial.

This report also sets out the ‘signs and lines’ operational improvements that will be delivered in response to concerns we heard from the community.

YSYS is a transport place-making project that aims to improve local streets and neighbourhoods for people who live, work, study, play or travel through Darebin.

Rolled out progressively across Darebin, YSYS consults the community for their ideas about walking, cycling, scooting, driving and playing for local areas. This consultation, along with transport analysis, is used to identify what’s most needed to improve streets.

Consultation and the first phase of analysis for ‘Group B’ is complete. 128 improvements for local streets in the Group B area have been identified.

This report outlines the identified projects, their relative merits and priority, and a range of actions that Council can take to deliver improvements.

Officer Recommendation

That Council:

- 1) Approves the release of the *Your Street, Your Say Group B* round 1 community consultation summary report to the public as included in **Appendix A**.
- 2) Endorses the recommended top 20 projects with draft concept plans (**Appendix B**), and 10 operational projects including blackspot project (**Appendix F**) to be included in the second round of community engagement for the Group B area of the *Your Street, Your Say* program.
- 3) Endorses including questions in the round 2 community consultation survey about reducing speed limits on local roads to 40km/h, and, trialling 30km/h zones near activity strips and schools.

- 4) Notes that the timelines for design and delivery of projects are subject to annual budget processes and budget availability.
 - 5) Sends a letter to the Minister for Roads and Road Safety outlining 4 key advocacy items along the High Street Route 86 Tram Corridor as detailed in **Appendix C** and 10 other priority locations on Department of Transport and Planning managed roads at **Appendix J**.
 - 6) Thanks the community for their valuable and considered input made during the first round of community engagement.
 - 7) Receives a further report to Council with final recommended priority treatments and concept plans to be considered for delivery through future annual budget processes and grant opportunities.
-

BACKGROUND / KEY INFORMATION

Council is the Road Authority for 85% of the road network within Darebin and has responsibility for providing transport links through parks and reserves. Council's management role includes maintaining and improving safety. Safety projects may include the allocation of space between road users, setting of speed limits, managing car parking, and temporarily or permanently restricting access to certain types of vehicles.

The *Road Management Act 2004*, *Transport Integration Act 2010* and the *Local Government Act 2020* set out Council's range of obligations to manage roads. These include integration, safety, social and economic inclusion, and environmental sustainability. Community participation in transport management is a core requirement.

An integrated, networked approach to transport planning and operations is essential for meeting the objectives and principles of the *Transport Integration Act*.

Your Street, Your Say Program

The Your Street, Your Say project (YSYS) supports an integrate, city-wide view of transport challenges informed by inclusive community engagement. It is underpinned by Council's [Transport Strategy 2007 – 2027](#).

A wide range of community groups including culturally and linguistically diverse, First Nations People, people living with a disability, various faiths and youth groups are proactively engaged for their views.

The program establishes 3 study areas:

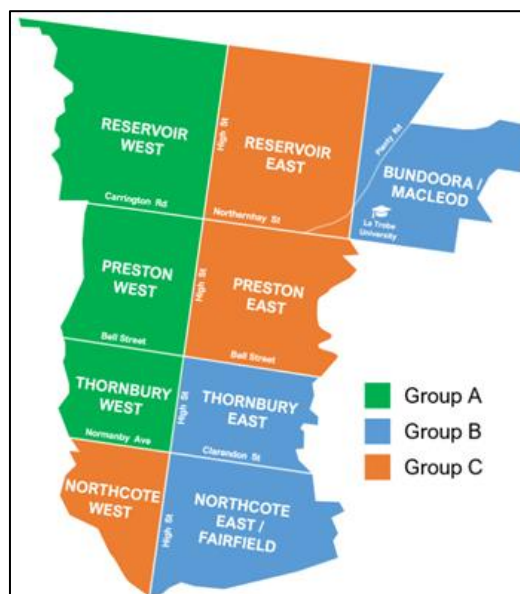


Figure 1: The YSYS geographic areas for consultation and delivery.

Each area moves through a three-phase process for investigating, designing, and delivering projects:

- Phase 1: Investigate
- Phase 2: Design
- Phase 3: Implement.

First round of community consultation for Group B area

Between 28 November 2022 and 15 January 2023, officers undertook the first round of community consultation for the group B area. Community members were invited to share their experiences of walking, cycling, scooting, wheeling, driving and taking public transport.

Community consultation for Group B was undertaken through the following platforms:

- Online issues map, where around 480 people contributed their thoughts
- Offline feedback through hard copy surveys
- Pop-up sessions, including at All Nations Park
- Group face to face sessions with culturally and linguistically diverse community members, including:
 - Greek speakers
 - Italian speakers
 - Vietnamese speakers from the Indo-Chinese Refugee Association
- Emails.

The feedback from these various sources and engagement activities was reviewed and combined into a single dataset, with over 2,000 individual contributions.

The locations of the feedback can be seen at a glance in figure 2 below.

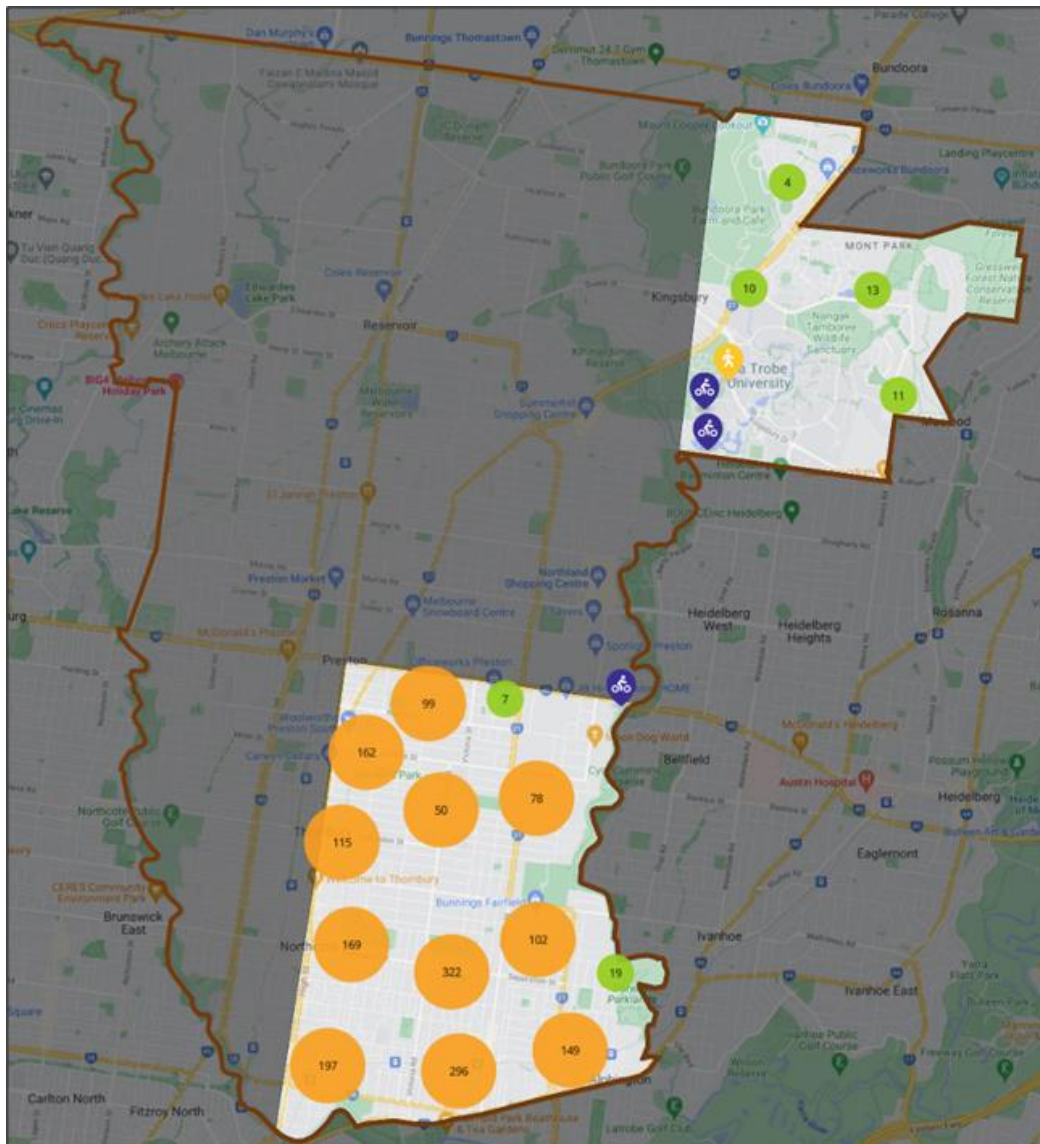


Figure 2: Grouped locations of interest received through round 1 community engagement

Who did we hear from?

Community members were invited to provide personal details and information about their connection to Darebin as part of the community consultation process.

568 participants chose to answer some or all these questions and are included in this demographic analysis. The majority of participants were residents of Darebin (refer figure 3). Northcote was the most common home suburb of participants, while Bundoora, Kingsbury, Reservoir, and Macleod combined represented less than 10 % of participants (refer Figure 4). Four percent of participants identified as living with a disability (refer Figure 5).

Most participants were female, and aged between 35 and 49 (refer Figure 6 and Figure 8). One percent of participants identified as Aboriginal or Torres Strait Islander, which reflects the population of the Darebin Local Government Area (LGA) population in the 2021 Census (refer Figure 7). Fewer participants spoke a language other than English at home than in the Darebin LGA population. After English, Greek was the most common language spoken at home by both YSYS round 1 group B participants and the Darebin population (refer Figure 8).

The figures below show that a broad demographic that is similar to the Darebin community responded to the community survey. This level of participation across the areas has given a good level of confidence in the informaton collected.

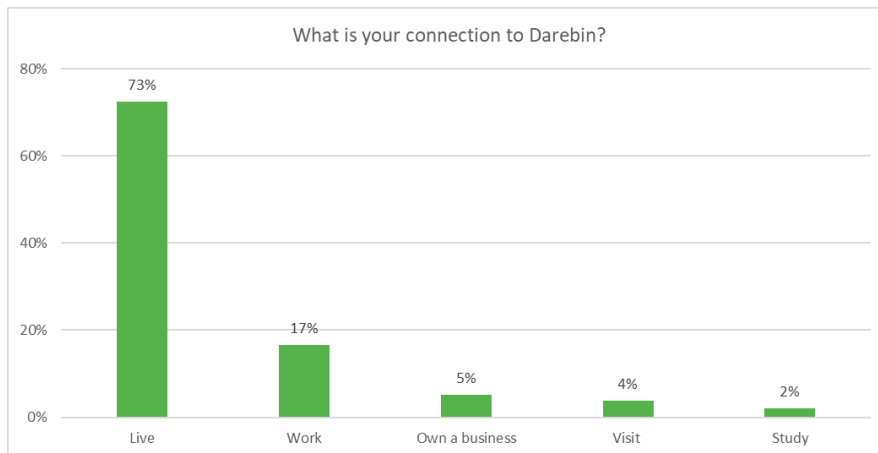


Figure 3: Connection to Darebin of round 1 of Group B Your Street, Your Say survey participants

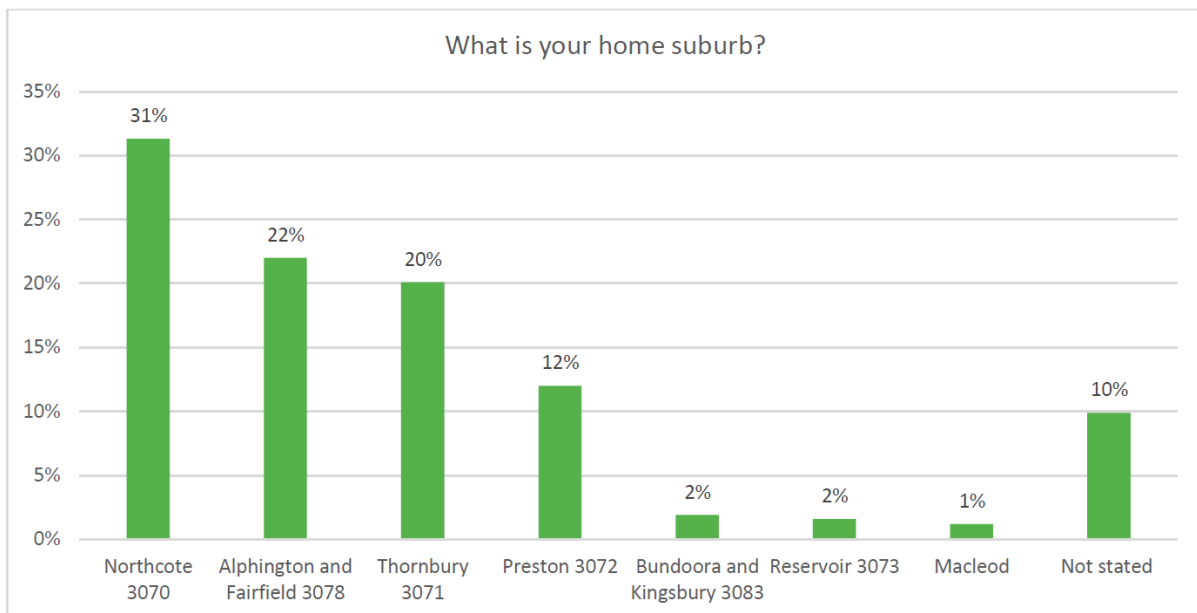


Figure 4: Home Suburb of round 1 of Group B Your Street, Your Say survey participants

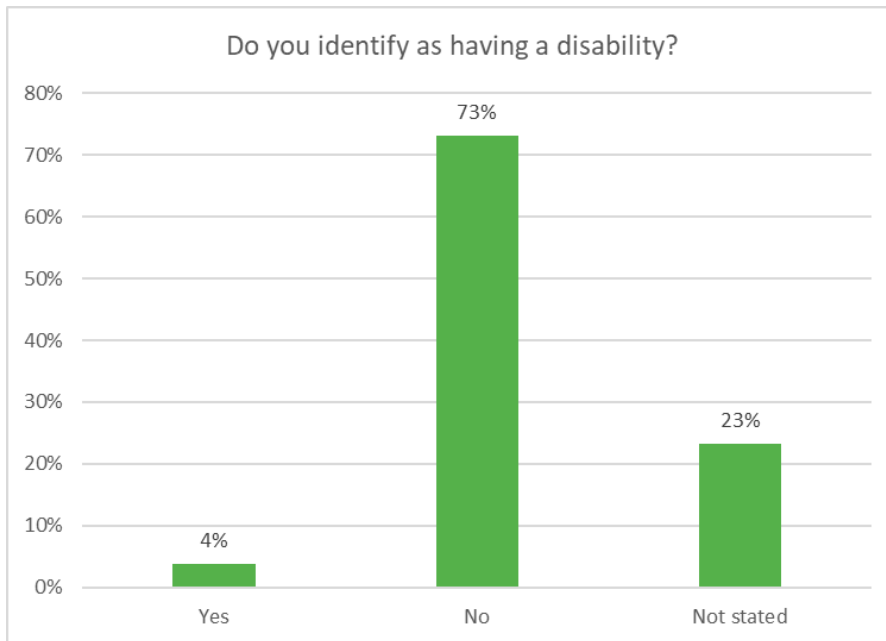


Figure 5: Disability status of round 1 of Group B Your Street, Your Say survey participants

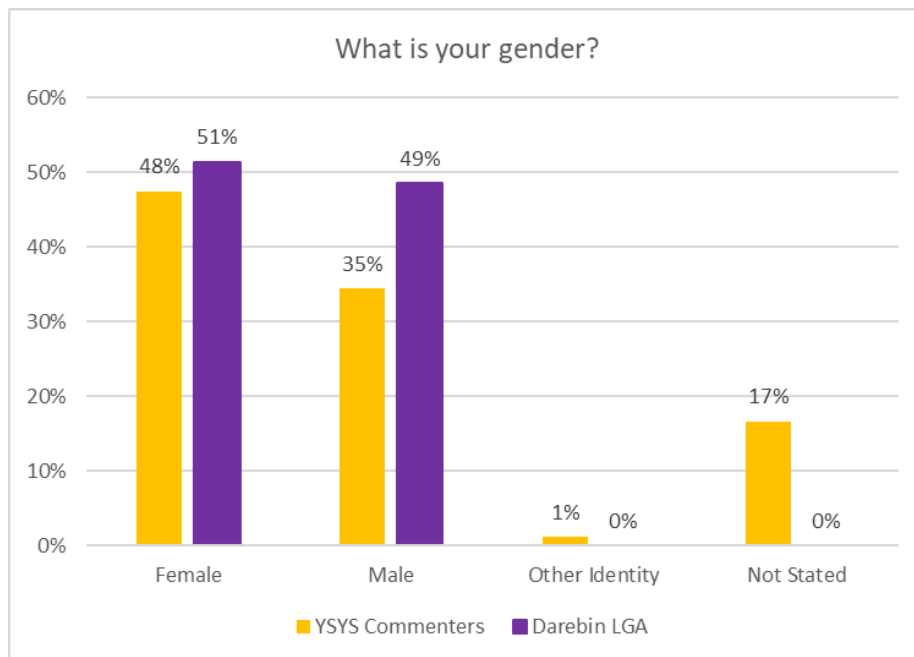


Figure 6: Gender of round 1 of Group B Your Street, Your Say participants, and residents of Darebin LGA

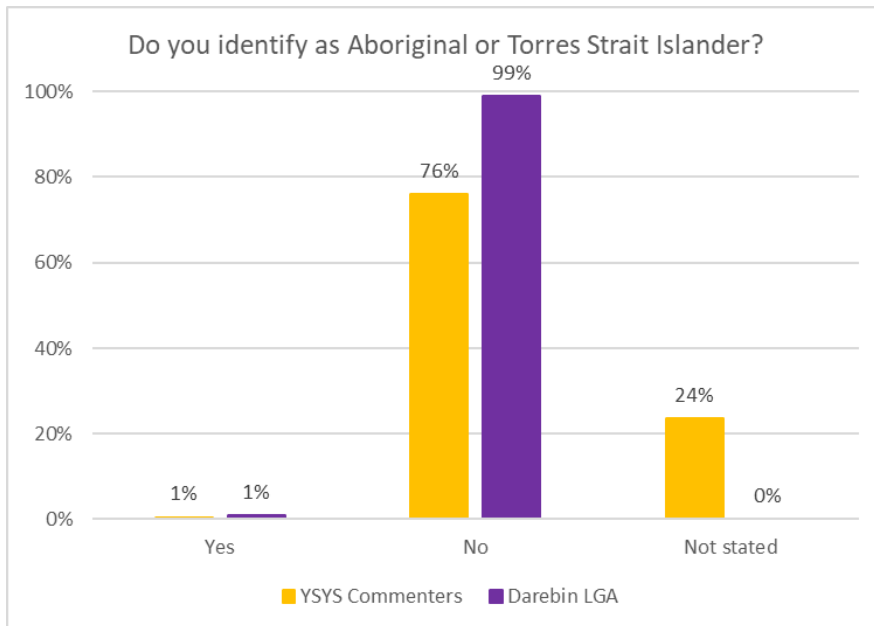


Figure 7: Round 1 of Group B Your Street, Your Say participants who identify as Aboriginal or Torres Strait Islander, and in the Darebin LGA

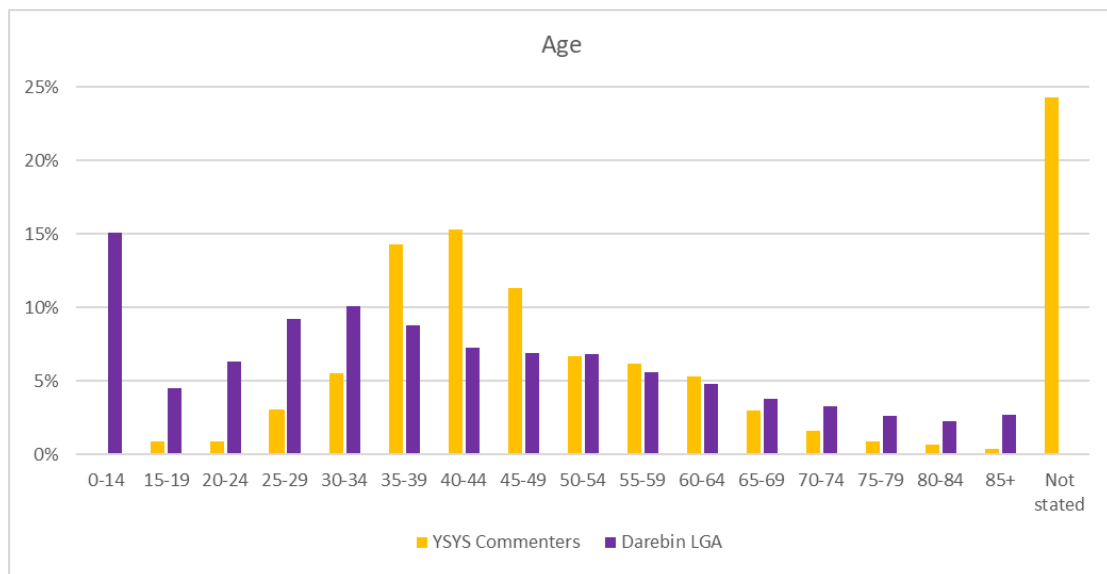


Figure 8: Age of round 1 of Group B Your Street, Your Say participants, and residents of Darebin LGA

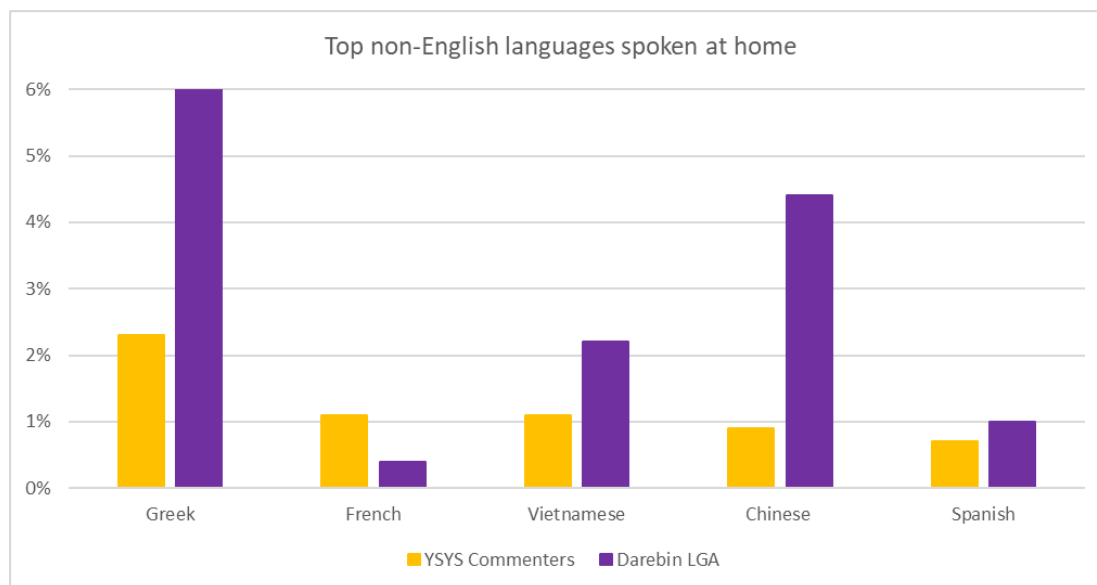


Figure 9: Top 5 most common languages, other than English spoken at home by round 1 of Group B Your Street, Your Say survey participants, and residents of Darebin LGA.

Previous Council Resolution

At the 26 July 2021 Ordinary Council meeting, it was resolved that Council:

- 1) *Endorses a rolling schedule for community engagement about the road reserve layout and transport operation through the local area place-making Your Street Your Say program, in the order shown as follows:*
 - Year 1 (2021/22) – Reservoir West, Preston West and Thornbury West
 - Year 2 (2022/23) – Northcote East/Fairfield, Thornbury East and Bundoora/Macleod
 - Year 3 (2023/24) – Reservoir East, Preston East and Northcote West.

At the 26 September 2022 Ordinary Council meeting, it was resolved that Council:

- 1) *Endorses the Your Street, Your Say Group A 2022 concept designs at Attachment A for design and delivery.*
- 2) *Consults the community on the Botha Avenue and McFadzean Avenue Quick Wins safety treatments before design and delivery.*
- 3) *Notes that the timelines for design and delivery of projects are subject to annual budget processes and budget availability.*
- 4) *Makes the Your Street, Your Say Group A 2nd phase engagement report at Attachment B publicly available via the Darebin website.*
- 5) *Approves the commencement of the consultation for Your Street Your Say Group B (Northcote East/Fairfield/Alphington, Thornbury East and Bundoora/Macleod)*
- 6) *Thanks community members for their feedback and participation throughout the two phases of consultation for Your Street Your Say Group A.*

ALIGNMENT TO 2041 DAREBIN COMMUNITY VISION

Strategic Direction 1: Vibrant, Respectful and Connected

ALIGNMENT TO 2021-25 COUNCIL PLAN

Strategic Direction 2: Prosperous, Liveable and Flourishing

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

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

Identifying priority projects

The Your Street, Your Say Group B round 1 consultation received over 2,000 contributions (feedback about a particular location) from 480 survey participants. **Appendix A** provides detailed information about what the issues were, and at what location/s.

These 2,000 contributions were first analysed by identifying clusters of issues. Clusters were identified by the type of issue, where relevant, and location.

This process identified 227 clusters in unique locations, which were then used in a multi-criteria analysis to create a priority ranking of projects and locations.

How does the multi-criteria analysis work?

The 227 cluster locations were scored and compared based on 6 criteria. The criteria and their weighting are:

- Feasibility (20%)
- Strategic Alignment (25%)
- Location (10%)
- Accessibility & Equity (5%)
- Community Feedback (20%)
- Safety (20%)

Each criteria was allocated key performance indicators, used to give each cluster a score out of 100. A higher score meant higher priority to develop a treatment that addresses issues identified within a cluster. Details of the criteria and 12 Key Performance Indicators (KPIs) are included in the Consultation Summary Report provided as **Appendix A**. **Appendix G** provides a worked example to demonstrate how the assessment tool works.

Identified improvements responding to community feedback

From the analysis conducted, 128 safety and civic realm improvements have been identified, including:

- 94 'signs and lines' safety improvements
- 10 projects that can be addressed via business-as-usual safety changes but need input from the community, including a Blackspot funded project
- Speed limit reductions
- 24 'high-scoring' projects requiring significant design and construction intervention.

Each of these categories are discussed in more detail below, including budget implications, relative prioritisation and further consultation.

Minor Safety Improvements – signs and lines

As highlighted above, 94 low-cost interventions can be delivered via the annual transport operations program of street signs and line marking. These low-cost changes will address concerns raised by the community, and don't require significant capital works.

The identified list of locations where operational 'signs and lines' will be completed are included in **Appendix E**. Council's Transport Engineers have assessed that these improvements are necessary to improve safety and access, and so, have planned to deliver them progressively as resources allow over the next 18 months.

Operational Projects, including Blackspot

These 10 projects include initiatives that were previously identified through the Clarendon and Northcote local area place making projects, customer requests and also include a Blackspot project. The list operational projects is included in **Appendix F**.

These road safety improvements can be delivered for minimal expenditure (similar to 'signs and lines') from existing budget allocations, or with grant opportunities, but require a degree of consultation with the community. YSYS Group B round 2 community engagement provides an opportunity to hear from the community on these projects.

Blackspot

The Australian Government provides \$110 million each year to the Blackspot Program. Road crashes are a major cost to Australians every year. Blackspot projects target road locations where crashes are occurring or are at risk of occurring. By funding changes such as traffic signals and controlling movements at dangerous locations, the program reduces the risk of crashes. Programs of this sort are very effective, saving the community many times the cost of the relatively minor road improvements that are implemented. They also reduce the safety risk at the locations where changes are made.

The intersection of Victoria Road and Mitchell Street, Northcote has been successful in obtaining Blackspot funding. There have been several unreported crashes / near misses at this intersection, particularly for vehicles turning onto Victoria Road from Mitchell Street (west approach). Furthermore, long queues have been observed to form on the west approach of Mitchell Street during school peak periods because drivers find it difficult to select safe gaps in traffic to turn onto Victoria Road. This situation results in drivers failing to stop at the pedestrian operated signals on Victoria Road nearby. This is an essential road safety intervention to be delivered prior to June 2024 and feedback from the community is important.

The following changes are proposed to be delivered to address the safety issues at this intersection:

- Installation of a concrete central island on Victoria Road to prevent through and right turn movements
- Redesign of pedestrian signal including:
 - Kerb realignment at the signals on both sides of Victoria Road to shorten the crossing distance
 - Relocation of stop line-marking on Victoria Road to the south of the intersection
 - Green surface treatment in the bike lanes
 - Replacement of the Tactile Ground Surface Indicators to current standards
 - Installation of a traffic signal outreach arm and luminaire on the existing joint use pole
- Removal of a length of non-standard guard fence

Officers have assessed each of the top 20 locations in the group B areas for patterns of collisions that would contribute to a Blackspot funding application. None of the locations had clear patterns of collisions or high numbers of serious or fatal collisions.

Where the safety risk is high, a safety assessment could be used to support the justification of a Blackspot funding application. This will be considered in next year's round of applications.

Speed limit reductions

Through the first round of engagement, many requests were received for speed limit reductions on local streets. Lower speed limits would make the streets safer, more accessible, and better places to live.

They are also a cost-effective intervention for achieving safety benefits. Reducing speeds aligns the Darebin Transport Strategy 2007-2027 and with Council's recent submission¹ to the Parliamentary Inquiry into the impact of road safety behaviours on vulnerable road users.

The Safe System Approach has been formally adopted by The Department of Transport and Planning and Austroads, and informs speed limit reduction decisions.

Research has found the chances of surviving a crash decrease markedly above certain speeds, depending on the type of crash. It should be noted that the road user as well as the angle of impact of a collision are also factors that affect the severity of a crash.

Critically, land transport accidents are the most common cause of death among children aged 1-14. Lower speed limits protect these vulnerable road users.

The severity guidance sheet from the Safe System Assessment approach is shown in Figure 10 below:

¹ [Submission by Darebin Council to the Inquiry into the impact of road safety behaviours on vulnerable road users](#)

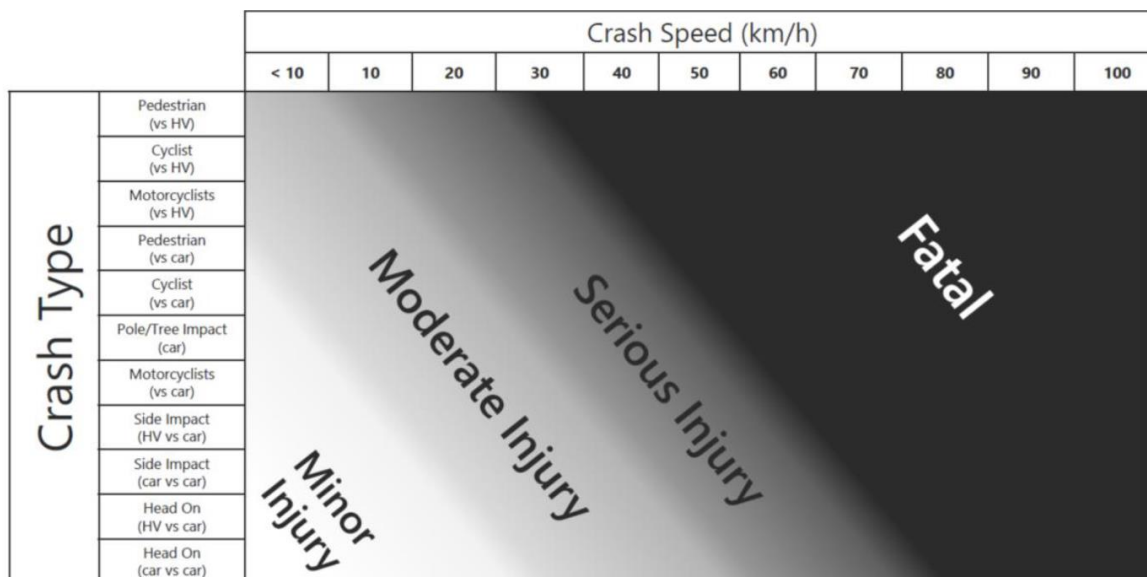


Figure 10: Safe System Assessment severity guidance sheet for various crash types.

Council has reduced the speed limit to 40km/h in many streets within Northcote and Thornbury. Further changes are planned for areas yet to be changed in the Group A and B areas, including Springthorpe Estate and areas of Preston and West Preston.

As the Department of Transport and Planning (DTP) requires community support, residents will be asked during the second round of engagement about reducing the speed limit of local roads in the Group B area to 40km/h.

A supplementary question will be posed to residents about reducing the speed of local roads near activity centres and schools to 30km/h. 30km/h zones are well suited to streets joining strip shopping areas, such as Fairfield and Westgarth where pedestrian activity is high. If there is community interest, Council can consider seeking DTP approval to trial 30km/hr zones in Fairfield and/or Westgarth.

Parking concerns

Community feedback has identified several streets where residents are seeking a review of parking in their street, including requests to install timed parking restrictions.

It is not proposed to consult on parking changes as part of the second round of consultation for YSYS Group B areas.

Instead, these parking change requests will be handled in accordance with the Parking Management Operating Procedure, as amended by Council in April 2023.

The top 24 interventions requiring design & construction

The Multi Criteria Analysis assessed and ranked all 227 clusters by overall score. There were 4 projects (ranked #2, 3, 8 and 9) in the original top 20 that are more aligned to be advocacy actions to Department of Transport and Planning (DTP). On this basis, 4 additional projects were included in the final top 20 from the prioritised list.

A desktop assessment, that considered whether a treatment was possible, was completed for the top 20 projects. Then draft concept plans were developed to address the identified and confirmed issues at the top 20 locations. The top 20 draft concept plans are included as **Appendix B**. The locations of the proposed treatments, advocacy items on High Street and operational projects are included in the map below as figure 11.

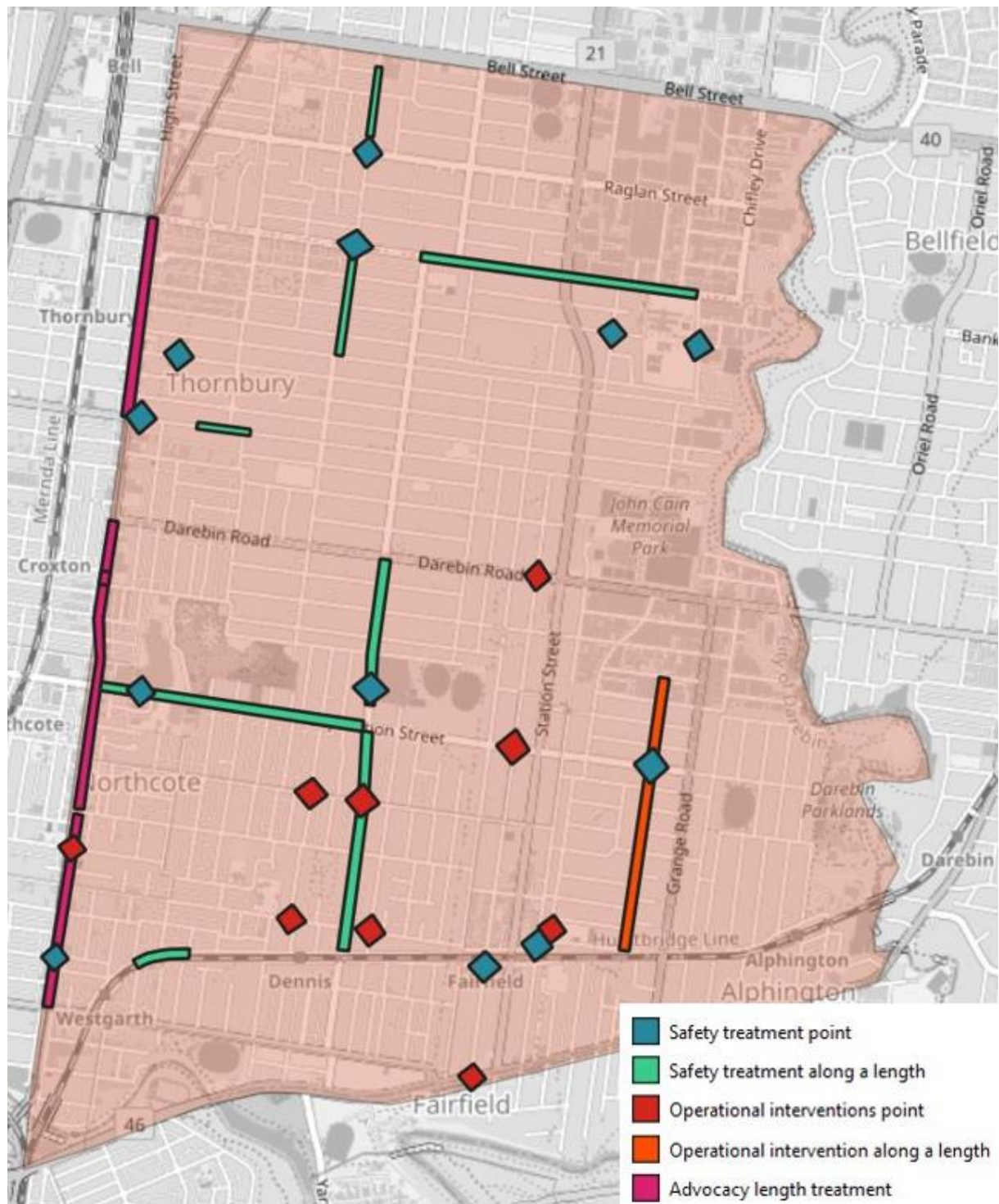


Figure 11: Map of project locations identified from YSYS group B round 1 engagement

A detailed breakdown of the location, identified issue, recommended treatment and indicative costing is included in **Appendix C**. In summary, they include:

MCA ranking	Location/Recommended treatment	Indicative costing	Priority status
1	South Crescent - installation of modal filter	\$200,000	High priority
4	Roundabout at the corner of Dundas and Newcastle Streets - design of intersection upgrade - installation of traffic signals at the intersection	\$50,000 \$500,000	High priority

MCA ranking	Location/Recommended treatment	Indicative costing	Priority status
5	Newcastle Street between Walton Avenue and Raglan Street - Install a raised zebra crossing	\$250,000	Priority
6	Dundas Street between Victoria and Matisi Streets - investigate separated bike lanes on Dundas St	\$100,000 (investigation and design only)	Priority
7	Intersection of Separation Street and Perry Street - install a raised intersection	\$250,000 for raised intersection with 4 zebra crossings	Priority
10	Psarakos on Clarendon Street - install a raised zebra crossing	\$100,000	Priority
11	Victoria Road, outside Leisure Centre - install a signalised pedestrian crossing	\$400,000	Priority
12	Clarendon Street between St. David and Wales Street - permit only left in and left out and install with pedestrian refuge island	\$160,000	Priority
13	Separation Street, outside Northcote Library - remove all left turn slip lanes at the plaza access intersection	\$400,000	Priority
14	Newcastle Street between Dundas and Mansfield street - install raised zebra crossings	\$500,000	Priority
15	Separation Street between High Street and Victoria Road - design traffic signals at Breavington way/Separation St; design bus friendly platforms	\$200,000, investigation and design	Priority
16	Wingrove Street and Arthur Street - design of T-intersection removing the roundabout	\$60,000, design only	Priority
17	Victoria Road between Darebin Road and Northcote Aquatic and Recreation Centre - design providing separated bike lanes	\$50,000	Priority
18	Intersection of Raglan and Newcastle Streets - install raised zebra crossing	\$300,000	Priority
19	Matisi Street near Thornbury High School - install a wombat crossing	\$100,000	Priority
20	Jones Street and Collins Street - install raised intersection with zebra crossing	\$300,000	Priority
21	Victoria Road between South Crescent and Separation Street - design separated bike lanes	\$300,000	Priority
22	Reserves between Mansfield Street and Gooch Street, east of High Street - install wombat crossing; demolish redundant road humps; upgrade existing ped crossing on Mansfield St to a wombat crossing	\$600,000	Priority
23	Union Street at High Street - install at grade zebra crossing	\$80,000	Priority
24	Railway Place near Gillies Street - install realigned wombat crossing	\$80,000	Priority

Table 2: Identified top 20 projects for community consultation (with indicative costing)

The priority projects that were defined as advocacy projects are either within the Route 86 Tram Corridor Planning project² area, or at sections of High Street where trams operate. The details of the identified issues are included in table 3 below and **Appendix C**.

The Department of Transport and Planning (DTP) have begun a review of the tram corridor along High Street between Arthurton Road/Separation Street, Northcote and Blythe Street, Thornbury. This review is to help shape DTP’s plans for better tram stops and street improvements along Route 86 tram.

² [Department of Transport and Planning – Route 86 Tram Corridor Planning project](#)

At this stage the Victorian Government has committed to undertaken consultation and design, but not delivery of any identified improvements. Consultation and design are anticipated to be completed by June 2024. Delivery will be considered for funding against competing priorities across the state in future budget cycles.

The identified priority projects on this corridor are recommended to be included in Council’s advocacy to DTP, and relevant items will be referred to the Route 86 project. Consequently, should Council be successful in its advocacy, little to no additional budget may be required to undertake these identified road safety improvements. But the timing and delivery of these projects would be at the discretion of the Victorian Government.

MCA ranking	Location	Issue summary	Recommended treatment
2	High Street between Separation Street and Darebin Road	Difficult and unsafe to cycle along. Unsafe to walk along High Street and cross side roads and slip lanes. Unsafe to cross High Street between Separation Street and Dennis Street. Narrow footpath	Investigate pedestrian crossing improvements across side roads along High Street. Some options include: Raised zebra crossings (wombat crossing) Zebra crossings with road humps on approaches Raised thresholds (where the footpath is raised across the side street) Signalised pedestrian crossing of High Street Traffic signal changes to remove slip-lane
3	High Street between Normanby Avenue and Dundas Street	Difficulty crossing High Street, particularly near Pender Street, train station, tram stops & access to St Georges Road bike path. Outdoor dining narrows footpath. Difficult for cyclists to ride along. The pavement surface is poor for cyclists	Investigate installing a signalised pedestrian crossing on High Street between Normanby Avenue and Dundas Street (possibly near Pender Street). Active transport infrastructure to be considered along access routes.
8	High Street between Dennis Street and Beaconsfield Parade	Difficult for cyclists to turn into and out of Beaconsfield Parade and Dennis Street. Some cyclists don't feel safe riding in the on-road bike lanes next to traffic at the signalised intersection. Pedestrians want a crosswalk on the north side of Dennis Street	Treatments to allow safe and convenient active travel to and around this area in line with Darebin’s transport network framework, principal pedestrian network, cycling shimmy routes and future public transport connections.
9	High Street between Westgarth Street and Bastings Street	Difficult to cycle along. High delay to pedestrians at signalised crosswalks. Signalised crosswalks at High Street & Clarke Street are not DDA compliant.	Changes to reduce delay to pedestrians at signalised crosswalks. Upgrade the pedestrian crossing kerb ramps at the intersection of High Street and Clarke Street to be accessible to people with all abilities including with those using mobility aides. Improve wayfinding

Table 3: List of identified Advocacy items on Darebin Council’s roads.

Community Concerns on DTP Roads

There were many locations on Department of Transport and Planning (DTP) roads that were raised as concerns by the community through the first round of engagement. All submission locations can be seen on the Community Submissions Heatmap of **Appendix A**, with the larger darker blue circle representing the more submissions at that location. A list of the top 10 ranked locations are included below. The **Appendix J** has full details about the concerns raised by the community for these 10 locations.

1. Station Street between Mitchell Street and Wingrove Street
2. Intersection of Station Street and Wingrove Street

3. High Street between Darebin Road and Normanby Avenue
4. Grange Road Level Crossing
5. Station Street between north of Separation Street to Mitchell Street
6. Darebin Road between High Street and Wales Street
7. Heidelberg Road between Coate Avenue and Fairfield road
8. Intersection of Railway Place and Station Street
9. Westgarth Street between South Crescent and Capital City Trail in Merri Creek
10. Intersection of Wales Street and Darebin Road

(1)

(2) These locations and the concerns raised by the community will be shared with DTP in an advocacy letter requesting for improvements to be funded at these locations within Darebin.

(3)

Prioritisation and budgetary adjustments

When YSYS was conceived it was planned to:

- Commence each phase over 12 months.
- Concentrate the 'Implement' year almost exclusively on one study area.
- Allocate the same capital envelope year on year. The original allocation was \$2 million per annum.

Since the YSYS program was initiated, Council has revised its Ten-Year Financial Plan and 4-year Capital Works Program. This has reduced the funding envelope for new safety treatments and has varied the transport program budget envelope year to year. The three-year capital budget envelope for transport treatment design and construction, adopted by Council in June 2023, is:

- Year 23/24 - \$700,000
- Year 24/25 - \$500,000
- Year 25/26 - \$1 million.

To accommodate the budget adjustment, the recommended projects to the capital works program will be adjusted to deliver municipal-wide YSYS Council endorsed projects based on prioritisation, need, and grant opportunities that allow Council to bring projects forward (as opposed to concentrating on a specific study area for delivery each year).

Despite the constrained foreseeable budget, Council is not solely reliant on its own funding to deliver YSYS projects. As with Black Spot funding and the Route 86 upgrade project, there are many opportunities to seek external funding and/or third-party delivery of Council's top scoring road safety projects.

There are State and Federal Government Grant opportunities which are likely to become available over the next few years. Some potential avenues to receive funds from are TAC Local Government Grant Program; IP43 Safe System Pedestrian Infrastructure Program; Federal Government Black Spot program; Community Road Safety Grants.

Community consultation is generally a requirement of making a submission and these grants will be explored with the view of accelerating delivering of the safety changes that are consulted on and adopted through this project.

To maximise the chances of success, and to be agile and ready to attract funding/support from a diversity of sources, there is benefit in identifying and endorsing a range of projects with a value in-excess of available Council funding. Key to success will be having a range of projects that have received in-principle support from Council following consultation with local communities.

With the above in mind and given the limited funding available, and to maximise the opportunity to pro-actively seek grant funding and/or undertake advocacy for priority projects, it is recommended that Council consult the community in order to:

- Confirm and endorse the design for the 24 top scoring projects for the purpose of community consultation; making these projects relatively 'shovel ready'.
- Endorse top 8 projects as 'priority projects' aiming for delivery over the next 4-6 years
- That the remaining 16 projects (plus the four High Street Route 86 tram upgrade projects) be identified as 'opportunity projects', the delivery of which could be brought forward (even ahead of the 8 priority projects) should external funding or third-party delivery become **available**.

Group A construction year 2023/24 status

There are 4 projects planned for construction in 2023/24 from the 8 high priority projects identified in the Group A area. Design work is progressing on 2 further projects and one of the quick win projects has also been completed. A status summary of all 8 high priority and 2 quick-win projects is provided as **Appendix I**. The above noted change in budget allocation has resulted in some projects needing to be considered in future years. Transport engineers have completed a safety analysis to determine the priority projects to progress.

CONSIDERATION OF LOCAL GOVERNMENT ACT (2020) PRINCIPLES

Financial Management

Analysing the community feedback with other transport data over a larger area has increased the team's ability to develop prioritised safety and access improvements that ensure the highest value for the community.

Planning for transport safety and network improvements through the Your Street, Your Say program is a core council function and has been provided for within the operating budget.

The revised 4-year has required an adjustment in project delivery and sequencing.

While not all identified infrastructure improvement projects can be done straight away, anything not included this financial year will be considered in coming years through Council's annual budget process. This ensures resources are directed to the areas most immediately in need and best value is achieved for our community.

Community Engagement

A detailed report on the community consultation findings is attached at **Appendix A**. Round two of Your Street, Your Say Group B consultation will be supported with similar communications strategies used for round one. An engagement plan has been prepared and will support community consultation in January – February 2024.

Survey participants that contributed through round 1 of consultation will be contacted where possible and keep up to date with how the issues they identified are being planned for or addressed.

Council endorsed draft concept plans, and all three-engagement reports (one from each area) from round one, will be shared via the Your Say Darebin project web page and with stakeholders.

To manage community expectations, the second round of consultation will include clear messaging about the draft concept plans be prioritised annually and delivered over years. Officers will also proactively communicate with stakeholders to provide updates and 'close the loop' following the investigation stage for Group B.

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

Eighteen percent of Darebin's greenhouse gas emissions are from transport. Safer streets for local residents will encourage and support more people to walk and ride with personal wellbeing and community resilience benefits. The project has incorporated solutions that support Council's response to the climate emergency through supporting active travel.

Where possible, passive irrigation and water sensitive urban design principles and planting of trees will be applied to road safety treatments, along with landscaping to create permeable surfaces and canopy cover.

Increased frequency of extreme weather days may make walking and cycling more difficult, particularly vulnerable people due to age and health. Planning transport treatments with tree planting will help keep streets cool and safe.

Equity, Inclusion, Wellbeing and Human Rights Considerations:

An Equity Impact Assessment was completed in May 2023. Findings through the Equity Impact Assessment included:

- Efforts should be made to contact low-income families or individuals who may be reliant on public transport or sustainable transport networks.
- Older people, Aboriginal and Torres Strait Islanders and people with a disability and public housing tenants should be reached.
- Meaningful engagement - like what officers delivered with the various culturally and linguistically diverse groups is important.
- Well-designed road safety interventions should be for people of all abilities, gender and age.

Access and mobility are fundamental parts of free and dignified life.

The local street network plays a crucial role in promoting social and economic inclusion. It forms the connection between people's homes, schools, workplaces, community facilities, social services, and friends and families.

Recent research to inform the Darebin Health and Wellbeing Profile³ found that a sedentary lifestyle remains a key health risk affecting our community, and is above the Victorian average.

This project prioritises walking and bike riding, particularly on the Principal Pedestrian Network and Key Cycling Corridors. Creating streets where people feel comfortable walking and cycling can improve physical and mental health, as well as fostering a greater sense of connectedness with the community.

³ [Darebin Health and Wellbeing Profile 2021](#)

Economic Development and Cultural Considerations

Engagement was designed to be culturally safe and welcoming for our diverse community.

Management of transport issues, including parking, around activity centres has the potential to impact local businesses positively or negatively. Economic development is one of the factors that is considered with any change that is proposed. Businesses are included in all community engagement relating to projects in their area to ensure their needs are understood.

Improving the quality of cycling and walking routes makes it easier for residents and visitors to use any mode of transport to work, shop, and visit local centres. This supports thriving local economies by activating centres with increased numbers of pedestrians and riders who are more likely to undertake multiple activities and spend more money in the one visit⁴. This approach would also help manage road congestion and parking pressure, which will increase over time with Melbourne's population growth unless preventative action is taken.

Operational Impacts

A large portion customer requests for speeding, traffic volume and safety – identified through consultation and received through our customer service centre – will be addressed through the annual traffic signs and lines operating program.

Legal and Risk Implications

Improvements to the street network through the Your Street, Your Say program will improve road safety. The prioritisation and treatment selection has been overseen by a Registered Professional Engineer. Road improvement designs in future stages will be done to required standards.

Council is required under the *Transport Integration Act 2010* to comply with its obligations for transport system objectives and decision-making principles under transport legislation, including:

1. Social and economic inclusion
2. Economic prosperity
3. Environmental sustainability
4. Integration of transport and land use
5. Efficiency - coordination and reliability, and
6. Safety, health, and wellbeing.

This YSYS program is aligned with the objectives and principles of the *Transport Integration Act 2010*.

⁴ [Article by Bicycle Network](#) referencing [Research](#) that found people who walk, ride or take public transport spend 40% more each

IMPLEMENTATION ACTIONS

Timeline

- Council Meeting 18 December 2023
 - Consider releasing the Round 1 Engagement Summary Reports (**Appendix A**) to stakeholders and the community
 - Consider 20 draft concept plans (**Appendix B**) and 10 operational projects in the project area, and agreement to proceed to community consultation
- December 2023
 - Send advocacy letters
- Mid-January through to end-February 2024
 - Round 2 engagement to enable community to provide feedback on the 20 draft concept plans and operational projects
- March 2024
 - Analyse feedback and prepare final concept plans for adoption at May Council meeting
- Council Briefing April 2024
 - Report consultation findings of Round 2 Engagement
 - Report updated concept plans highlighting areas where there have been changes based on community feedback
- Council meeting May 2024
 - Consider Your Street Your Say Group B final concept design for endorsement to progress through design and implementation as funding becomes available
 - Consider releasing the Round 2 engagement Report and final concept designs to stakeholders and the community
 - Seek support to progress to the first stage of community consultation on Group C areas.











Communication

Round two of Your Street, Your Say Group B consultation will be supported with similar communications strategies used for round one. The community engagement plan will guide consultation.

Survey participants that contributed through round 1 of consultation will be contacted where possible and keep up to date with how the issues they identified are being planned for or addressed.

Council endorsed draft concept plans, and consultation summary report from round one, will be shared via the Your Say Darebin project web page and with stakeholders.

Attachments

- YSYS Group B Round 1 community consultation summary (**Appendix A**) [↓](#) 
- Draft concept plans for 20 identified projects (**Appendix B**) [↓](#) 
- List of 20 priority projects with indicative costing and 4 Advocacy items (**Appendix C**) [↓](#) 
- Multi-criteria assessment (**Appendix D**) [↓](#) 
- Potential list of locations for safety changes via signs and lines (**Appendix E**) [↓](#) 
- List of operational projects (**Appendix F**) [↓](#) 
- Step by step process of scoring a YSYS Group B project using MCA (**Appendix G**) [↓](#) 
- Transport Integration Act 2010 Principles (**Appendix H**) [↓](#) 
- YSYS Group A - High Priority and Quick-win Project Status (**Appendix I**) [↓](#) 
- Top 10 concerns from the community on DTP roads (**Appendix J**) [↓](#) 

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 disclosures have been made or are required.

1 Introduction

The Your Street, Your Say approach aims to improve local streets and neighbourhoods within the City of Darebin, and is being rolled out progressively across 3 geographic areas: Groups A, B, and C.

This report summarises and analyses the feedback received and identifies the highest ranking issues experienced by the community. These issues were ranked based on a Multi Criteria Analysis, developed by the transport consultant in conjunction with Council.

Recommendations and concept plans are then developed to address the top 20 issues and 4 advocacy priorities. During the Round 2 consultation, we will seek feedback on the 20 projects concept plans for the proposed treatments. A list with the remaining 16 locations where issues experienced by the community are identified for future interventions will be shared with the community.

Round 1 of the consultation for Group B has been completed in early 2023. Round 2 is intended to commence in mid-January 2024.

2 Project background

2.1 Study area

The Your Street Your Say project adopted by Darebin City Council aims to improve local streets and neighbourhoods for people to live, work, study, play or travel through the municipality. This program is being delivered progressively by Council across 3 geographic groups: Group A, B, and C (refer Figure 1). Consultation for Group A took place in 2021 and 2022, with analysis of the feedback completed in 2022. The top 20 projects were identified in Group A, and concept plans were developed to address each of the top issues.

This study focuses on Group B in the Your Street Your Say project. Group B covers the areas of Bundoora, Macleod, Thornbury East, Northcote East, Fairfield, and Alphington.

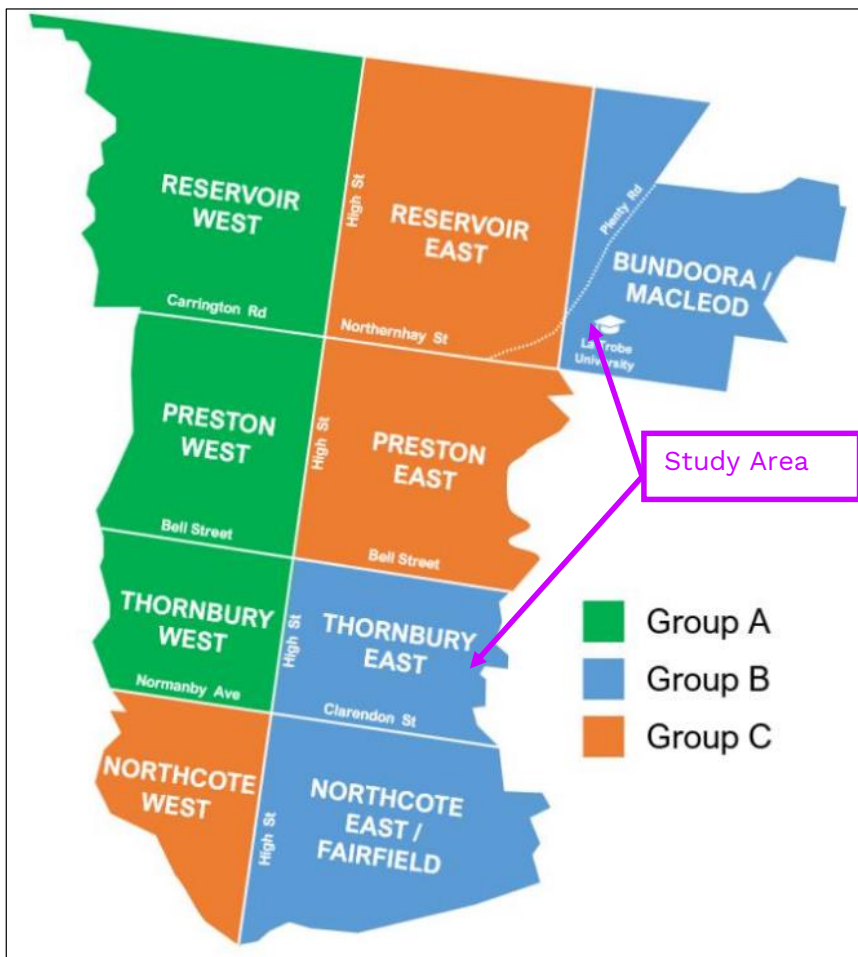


Figure 1: Group B study area

2.2 Objectives

The Your Street Your Say program is a new approach to Council's Local Area Place Making (LAPM) program and is an action item identified in the 2021-2025 Council Plan. It adopts a more strategic approach to addressing local transport issues, and delivering projects in an effective way, offering the community a chance to be involved. The Your Streets Your Say program is underpinned by Council's Transport Strategy (2007 – 2027) which has 8 key objectives as follows:

1. to improve local and metropolitan accessibility
2. to increase the role of sustainable transport modes
3. to build new developments that reduce transport demands
4. to increase social inclusion for residents
5. to improve health and environmental outcomes
6. to improve community safety
7. to integrate quality urban design, economic development, and access
8. to engage stakeholders through effective communication.

To assess the effectiveness of the Darebin Transport Strategy, the 3 main targets are to:

1. double the share of walking, cycling and public transport for all trips by 2027
2. double the share of walking, cycling and public transport for journey to work trips by 2027
3. reduce crash rates on local roads equal to or greater than targets set by the Department of Transport and Planning (formerly VicRoads).

2.3 Study inputs

To ensure the assessment and prioritisation of the community feedback aligns with Council objectives and aspirations, this analysis is informed by the following local policies and strategies:

- City of Darebin Transport Strategy 2007 – 2027
- Walking Strategy 2018 – 2028
- Safe Travel Strategy 2018 – 2028
- Darebin Streets for People program
- Darebin Strategic Transport Framework Plan.

These plans are shown in Figure 2. The study also utilised the Darebin Strategic Transport Framework plan when prioritising issues and devising treatments (refer Figure 3).



Figure 2: Council plans and strategies that informed the Your Street, Your Say Group B consultation and study



Figure 3: Darebin Strategic Transport Framework Plan

3 Study methodology

The Your Street, Your Say Group B Consultation Study was undertaken in 4 stages: analysis of round 1 feedback, issue prioritisation, development of concept plans, round 2 consultation (refer Figure 4).

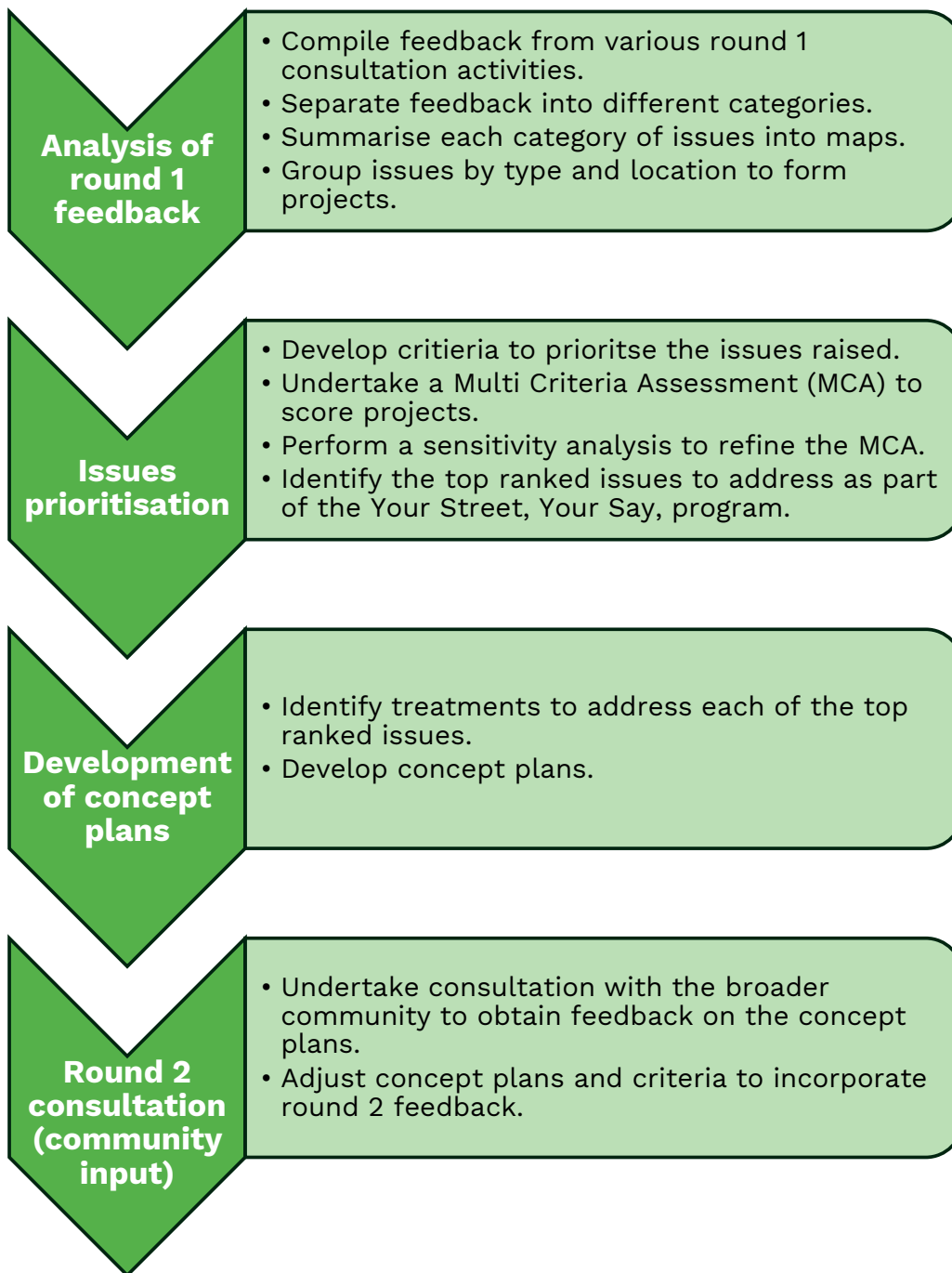


Figure 4: Study methodology

4 Feedback analysis

4.1 Round 1 consultation feedback

Community members were invited to share their experiences of walking, cycling, scooting, driving, taking public transport, and playing in the Group B area. The round 1 consultation was undertaken through various platforms. Feedback received from the round 1 community consultation for Group B consisted of the following:

- online issues map, where around 480 people contributed their thoughts
- offline feedback
- pop-up sessions, including at All Nations Park
- group face to face sessions with culturally and linguistically diverse community members, including:
 - Greek speakers
 - Italian speakers
 - Vietnamese speakers from the Indo-Chinese Refugee Association
- emails
- hard copy surveys

The feedback from these various sources and engagement activities was reviewed and combined into a single dataset, with over 2,000 individual contributions (refer Figure 5).

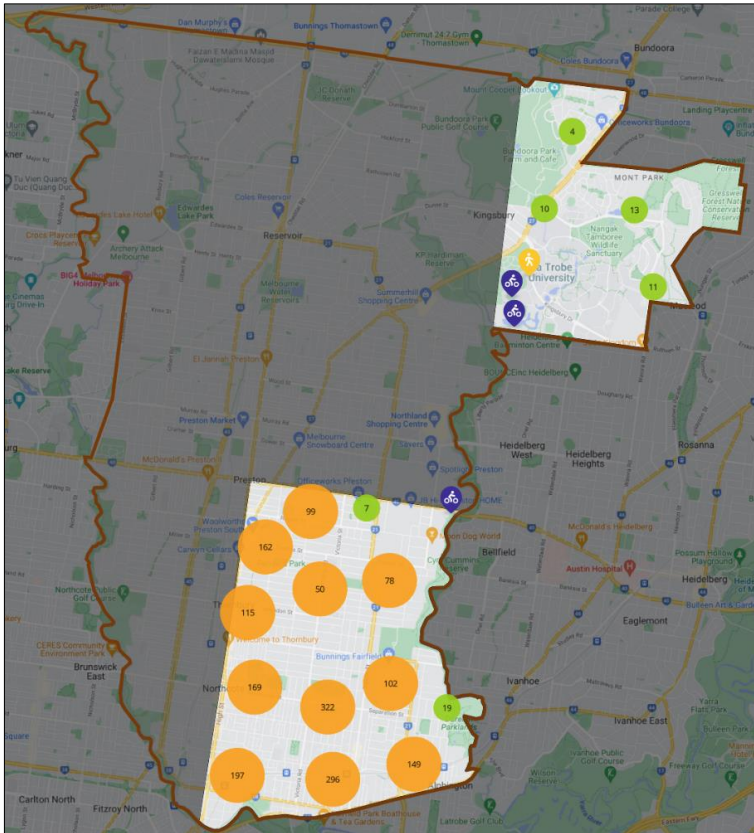


Figure 5: Contributions from the online map - Group B

Figure 6 shows the distribution of all submissions in YSYS Group. Areas that received more submissions, and more people agreed with submissions, are larger and darker blue. Each blue circle represents an individual submission. The size of the circle indicates how many people agreed with a submission by ‘upvoting’ it on the online issue map. The smallest circles received between 0 to 1 upvotes, while the biggest circles received 11 to 12 upvotes. Only submission made through the online issues map were able to receive upvotes (approximately 1800 submissions). Submissions received offline, including through pop-up sessions, face to face sessions, and email (approximately 200 submissions) are represented as receiving 0 upvotes (smallest circle size).

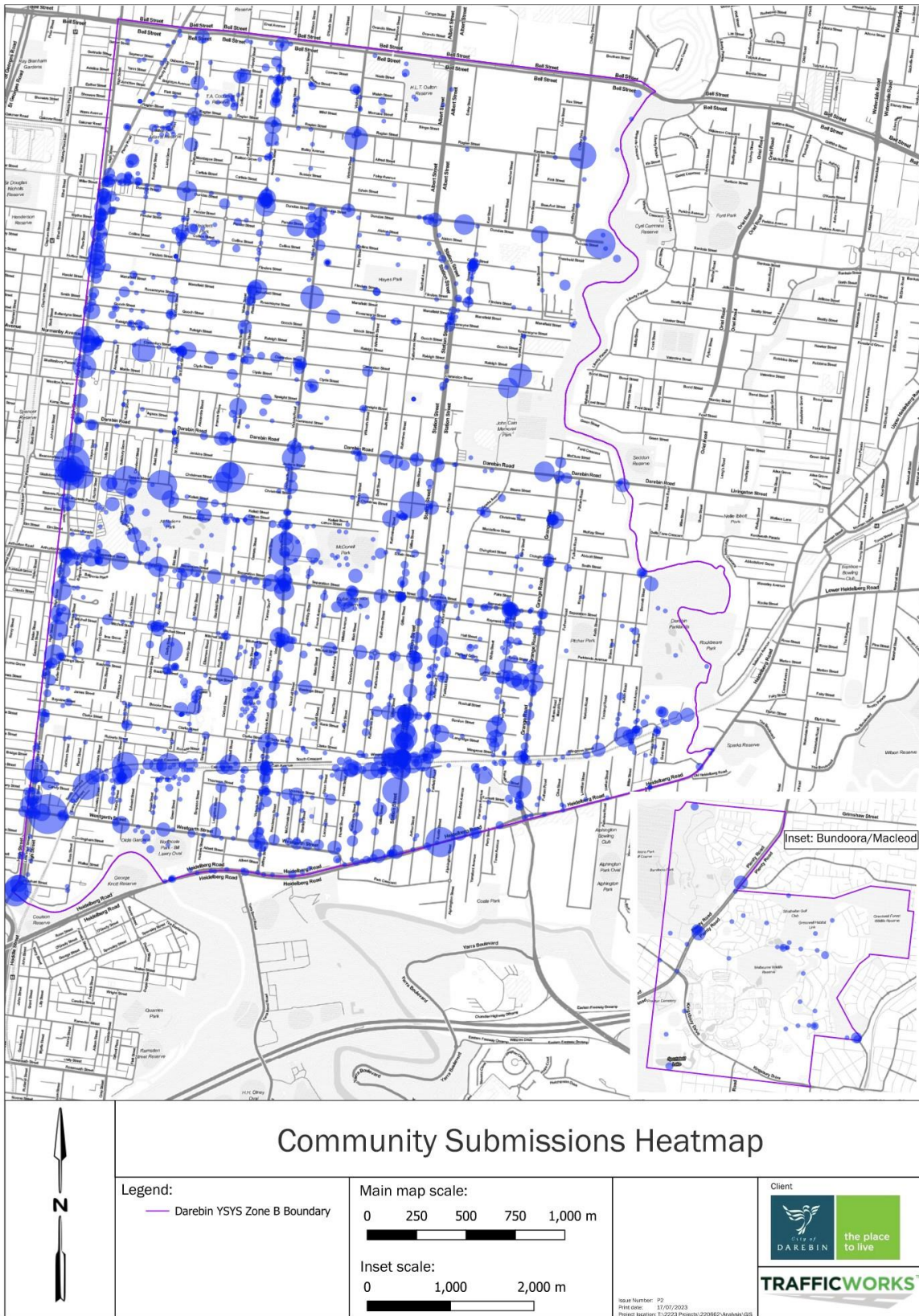


Figure 6: Distribution of all submissions to YSYS Group B. Areas that received more submissions, and more people agreed with submissions, are larger and darker blue

4.1.1 Demographics of participants

Community members were invited to provide personal details and information about their connection to Darebin as part of the Your Street, Your Say community consultation process. 568 participants chose to answer some or all these questions and are included in this demographic analysis. The overwhelming majority of participants were residents of Darebin (refer Figure 7). Northcote was the most common home suburb of participants, while Bundoora, Kingsbury, Reservoir, and Macleod combined represented less than 10 % of participants (refer Figure 8). 4 % of participants identified as having a disability (refer Figure 9).

Most participants were female, and between the age of 35 and 49 (refer Figure 10 and Figure 11). 1% of participants identified as Aboriginal or Torres Strait Islander, which reflects the population of the Darebin Local Government Area (LGA) population in the 2021 Census (refer Figure 12). Fewer participants spoke a language other than English at home than in the Darebin LGA population (refer Figure 13). After English, Greek was the most common language spoken at home by both YSYS participants and the Darebin population (refer Figure 14).

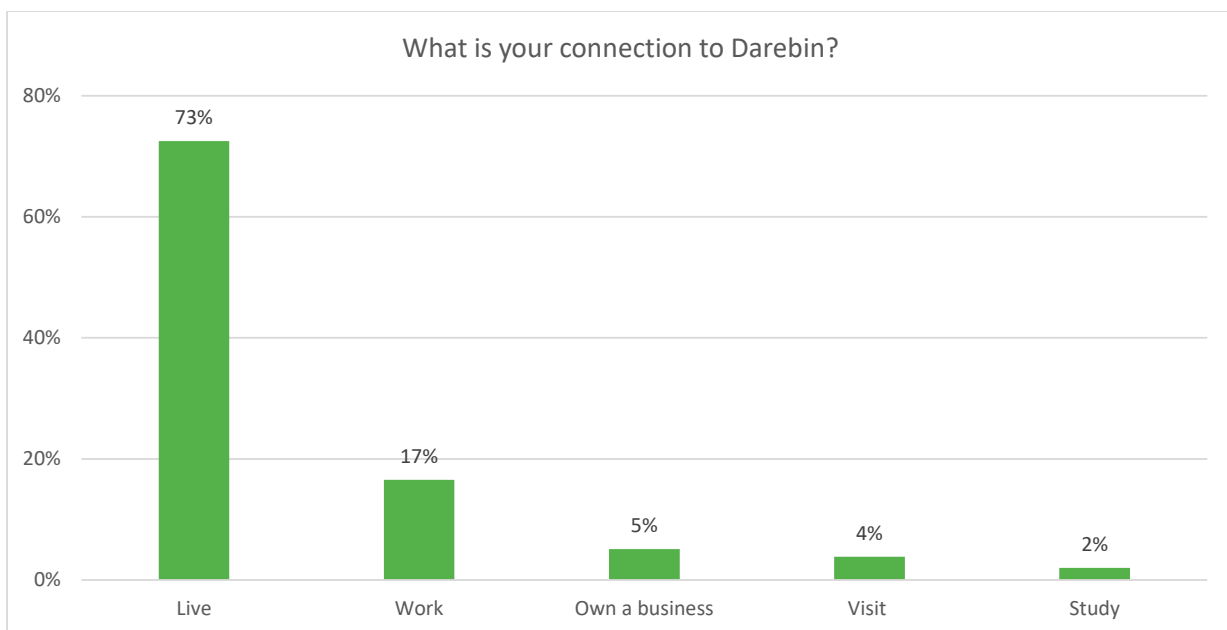


Figure 7: Connection to Darebin of Your Street, Your Say participants

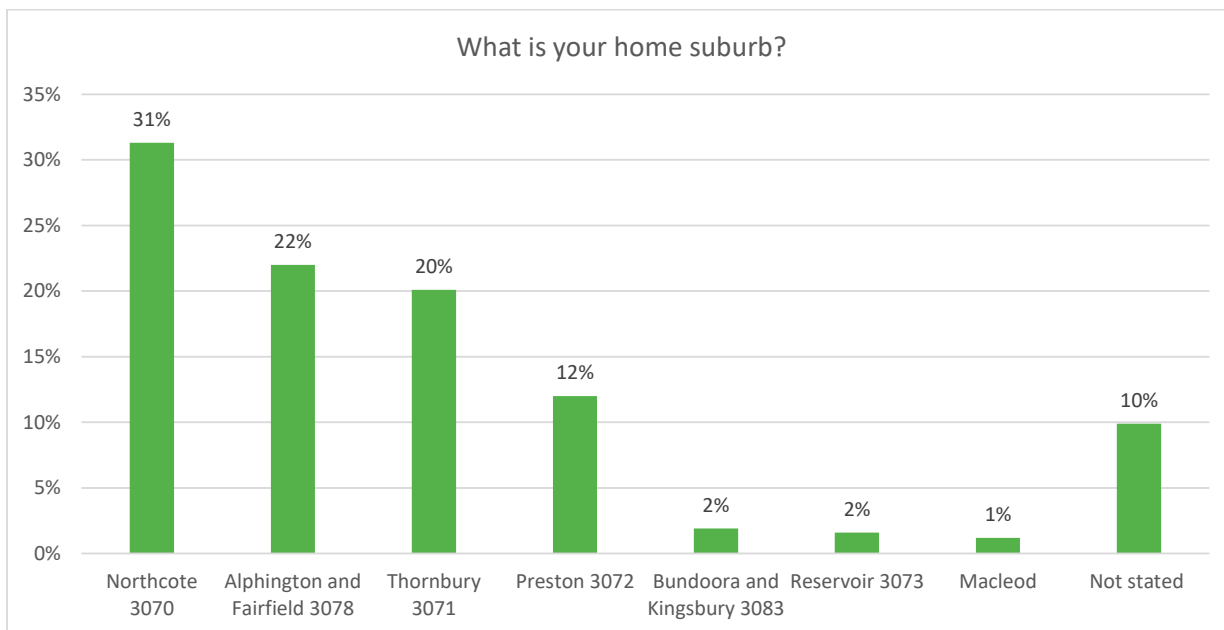


Figure 8: Home Suburb of Your Street, Your Say participants

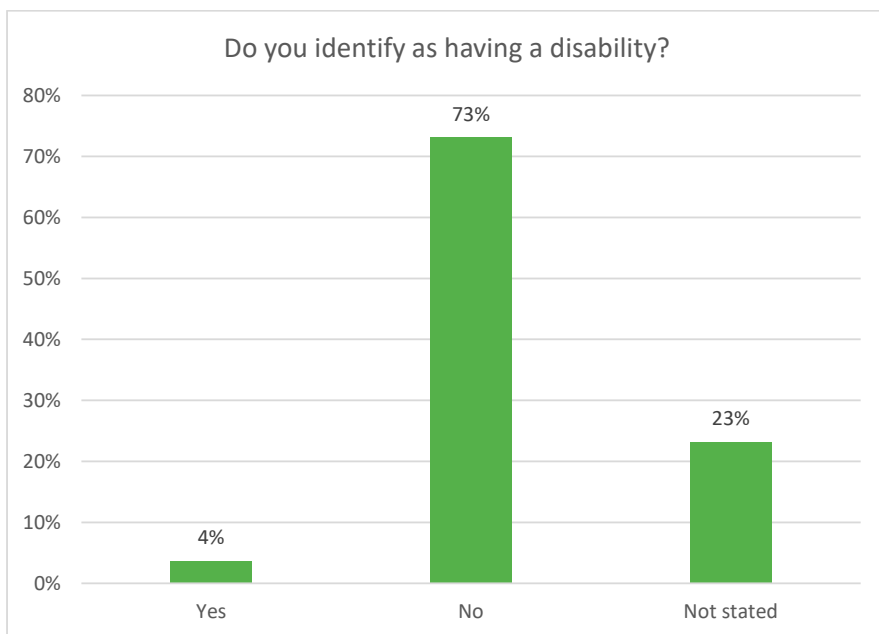


Figure 9: Disability status of Your Street, Your Say participants

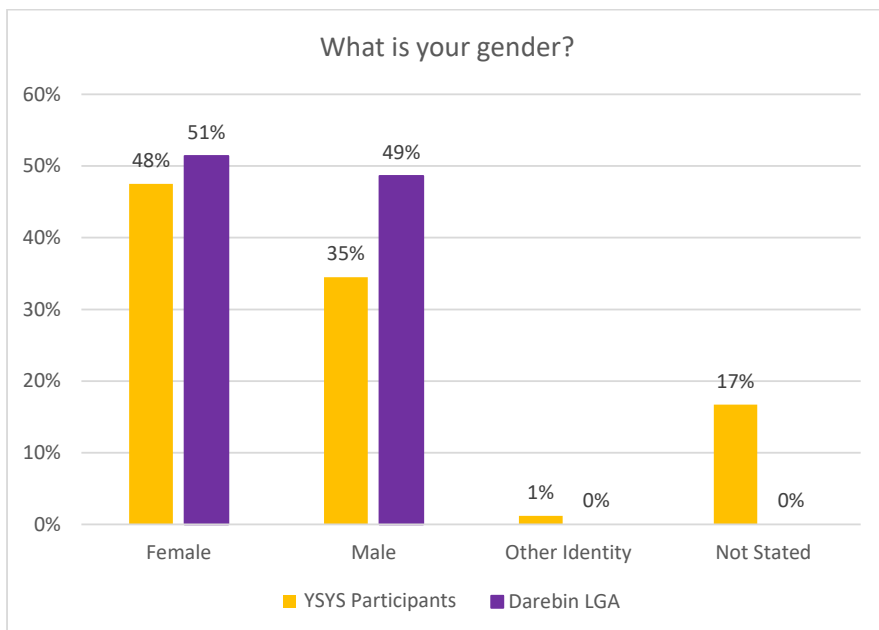


Figure 10: Gender of Your Street, Your Say participants, and residents of Darebin LGA

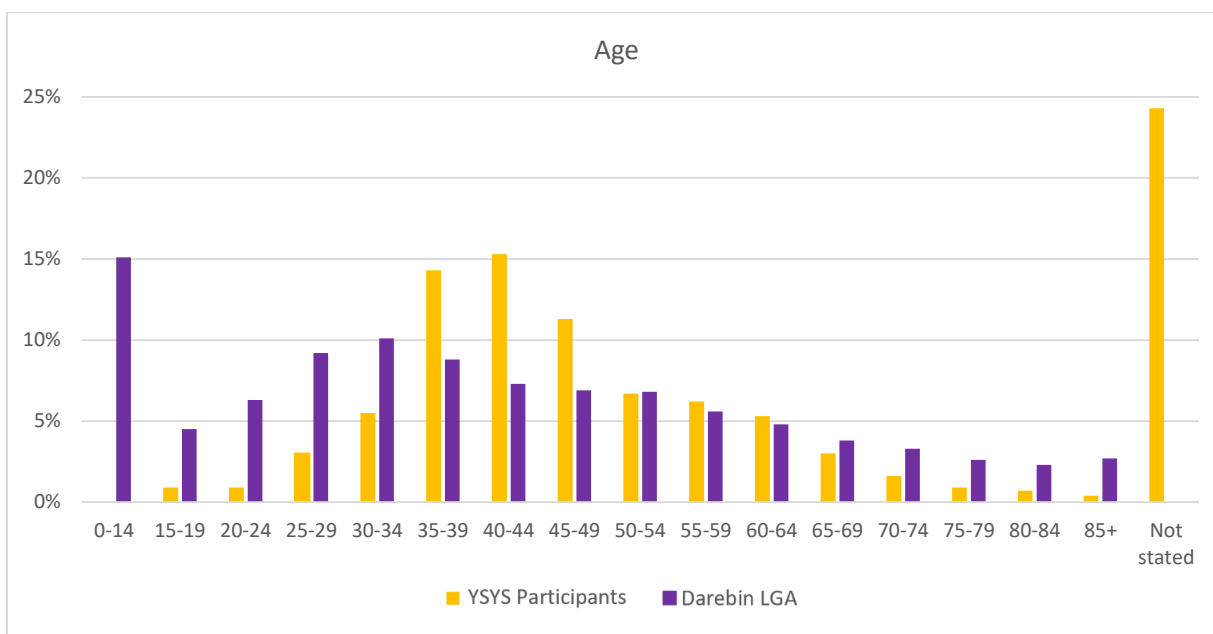


Figure 11: Age of Your Street, Your Say participants, and residents of Darebin LGA

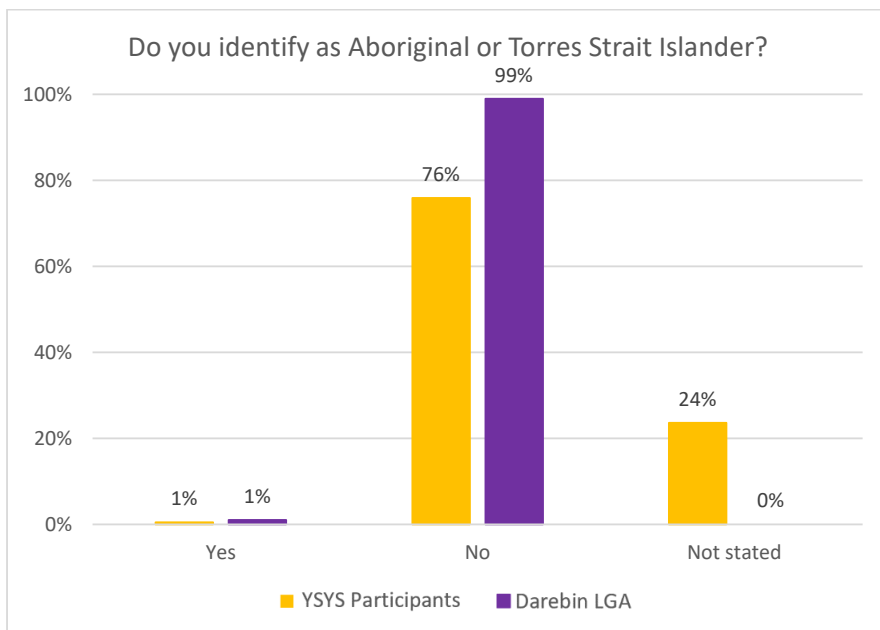


Figure 12: Your Street, Your Say participants who identify as Aboriginal or Torres Strait Islander, and in the Darebin LGA

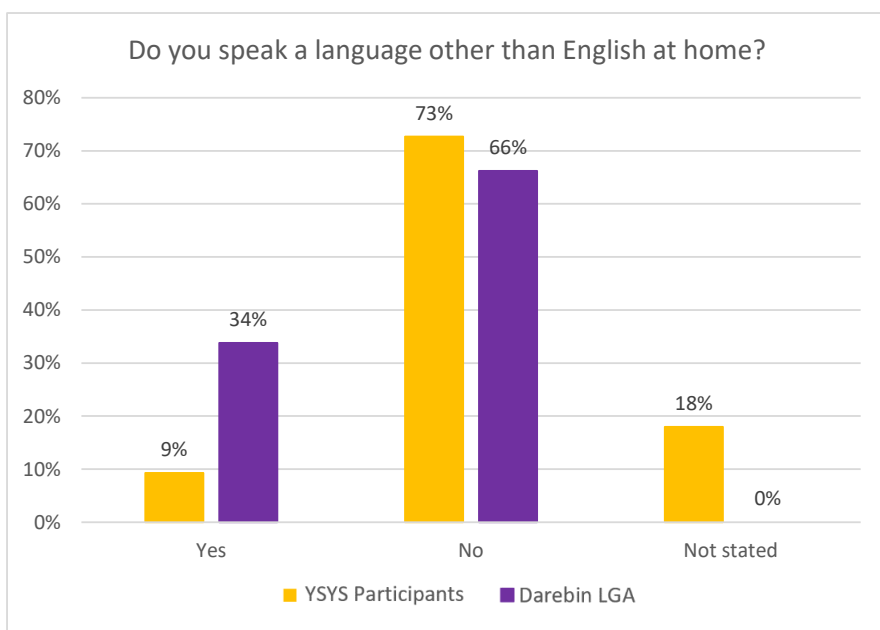


Figure 13: Your Street, Your Say participants who speak a language other than English at home

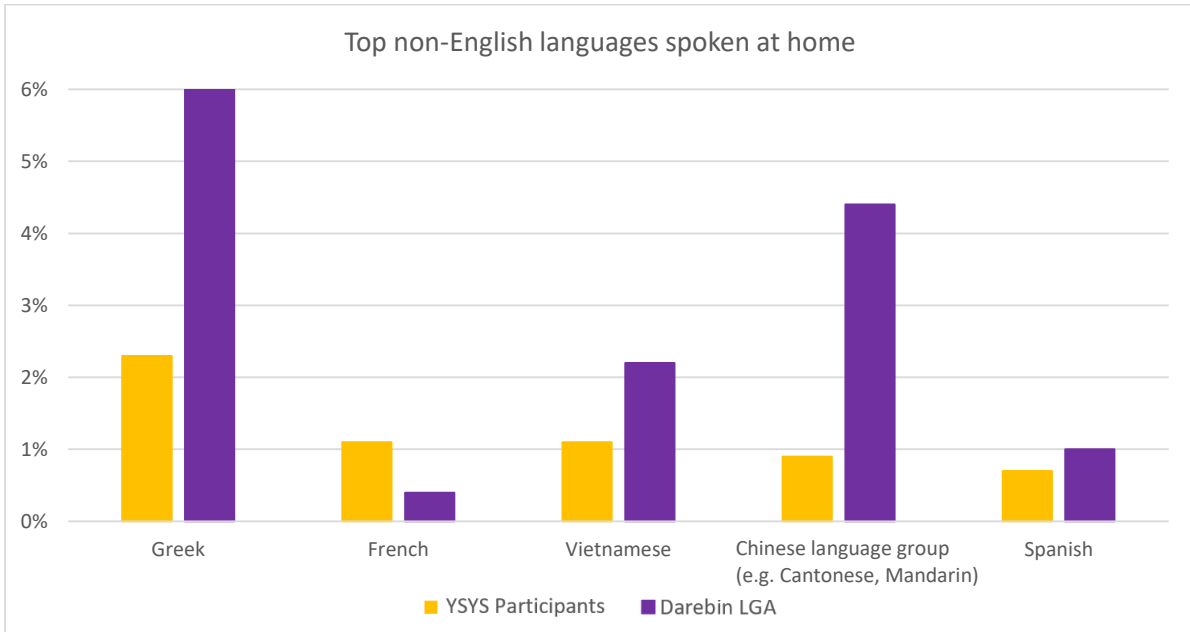


Figure 14: Top 5 most common languages, other than English spoken at home by Your Street, Your Say participants.

4.2 Issues categorisation

The feedback received from the community covers a wide range of issues, including transport, safety, amenity, and maintenance issues.

To effectively analyse the feedback, and to assist in prioritisation, the feedback was sorted into broad categories of issues, as described in Table 1. Some of the issues that were raised in the feedback are not capital works and cannot be addressed within the Your Street Your Say program. Nevertheless, these have been categorised and may be addressed separately by Council.

Table 1: Issues categorisation

	Category	Description
	Pedestrian Issues	<p>Issues relating to pedestrian safety and accessibility such as:</p> <p>Pedestrian Safety:</p> <ul style="list-style-type: none"> — pedestrian crossings — personal safety. <p>Pedestrian Accessibility:</p> <ul style="list-style-type: none"> — specific points where pedestrian access to a destination is impeded. — missing infrastructure, e.g. pram ramps. — Disability Discrimination Act (DDA) issues.
	Cycling Issues	<p>Issues relating to cycling, such as:</p> <ul style="list-style-type: none"> — cycling safety — bike parking
	Car Driving Issues	<p>Issues for motorists, such as:</p> <ul style="list-style-type: none"> — driving congestion — driving safety
Issues that can be addressed under the Your Street, Your Say program	Driver behaviour issues	<p>Issues relating to poor driver behaviour, including:</p> <ul style="list-style-type: none"> — rat-running — speeding (n.b. this does not include requests for speed limit changes) — dangerous and illegal driving
	Amenity and comfort	<p>Issues relating to amenity and comfort, such as:</p> <ul style="list-style-type: none"> — landscaping — shading — requests for public amenities such as bins, drinking fountains, street furniture, or toilets.
	Missing links	<p>Issues relating to missing infrastructure, such as:</p> <ul style="list-style-type: none"> — missing footpaths — missing infrastructure along a corridor — requests for bicycle lanes/shared paths
	Trucks	<p>All issues relating to heavy vehicles / freight, including:</p> <ul style="list-style-type: none"> — truck traffic within local streets — truck parking
	Speed limit changes	<p>Requests for speed limit changes</p>

	Category	Description
Issues that are outside the scope of the Your Street, Your Say program	Public transport	Public transport issues that cannot be addressed by Council and are instead the responsibility of authorities such as: <ul style="list-style-type: none"> — Public Transport Victoria (PTV) — Metro Trains — Yarra Valley Trams.
	Parking	All issues relating to parking, including: <ul style="list-style-type: none"> — parking safety — Parking that compromises road safety or traffic operation — insufficient parking — inappropriate parking behaviours — disabled parking.
	Street lighting	All comments related to public lighting.
	Signs & Linemarking	Issues relating to signs and linemarking, including: <ul style="list-style-type: none"> — faded/damaged signs — faded linemarking — requests for new signs/linemarking.
	Maintenance	Maintenance issues not related to signs and linemarking, including: <ul style="list-style-type: none"> — pavement repairs — damaged drainage — pot holes — overgrown vegetation.
	Open space	Comments relating to parks and reserves, such as: <ul style="list-style-type: none"> — requests for upgrades within parks. — requests for new parks.
	Level crossing	All comments related to level crossings such as: <ul style="list-style-type: none"> — Requests for level crossing removals — Requests for upgrades to be included as part of a level crossing removal, e.g. pedestrian upgrades. <p>These issues have been relayed to the Level Crossing Removal Project (LXRP).</p>
	Other	Comments that could not be categorised elsewhere.

4.3 Analysis summary

Following the categorisation of the feedback, the various types of issues were mapped. These maps are provided in [Appendix A](#). The number of comments by theme are shown in Figure 15.

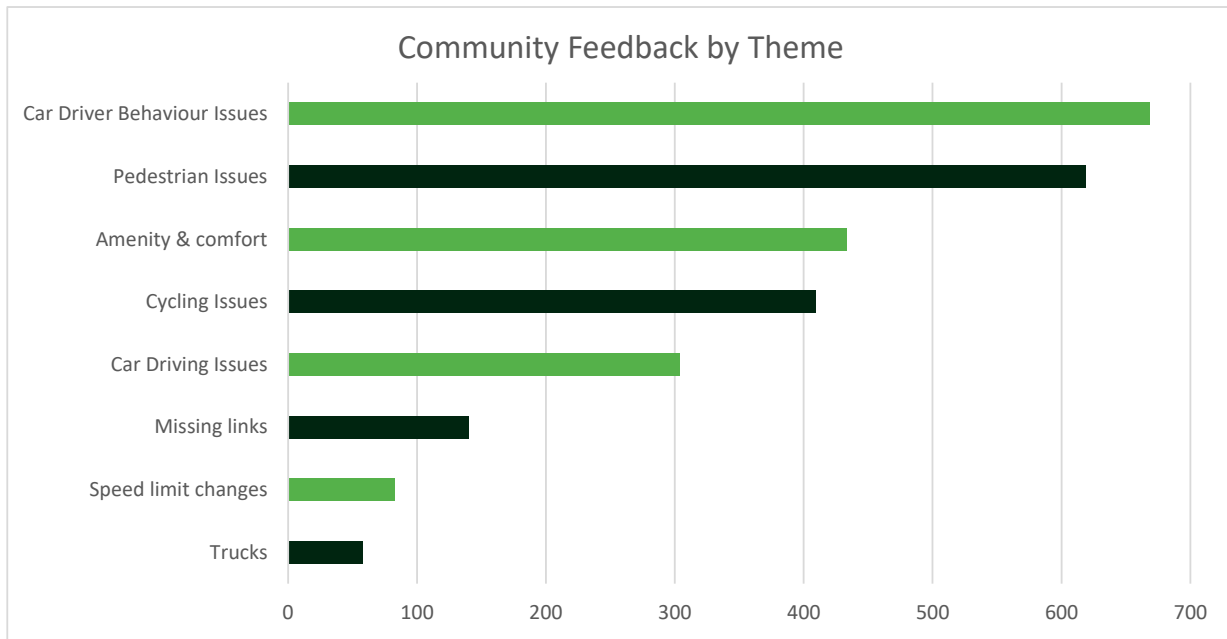


Figure 15: Number of comments by theme (n.b. some comments addressed multiple themes, so have been counted more than once in this data).

From the maps of community comments, a few trends can be observed:

- Pedestrian and cycling safety issues are concentrated along High Street and South Crescent.
- Bike parking issues are concentrated around train stations, shopping areas, and All Nations Park.
- The highest concentration of comments supporting speed limit reductions was along Newcastle Street between Bell Street and Dundas Street.
- Comments about trucks are only located in the southern portion of the Group B study area. These comments are often about trucks using local streets instead of arterial streets.
- Amenity & comfort comments are concentrated in areas with high levels of pedestrian activity, including shopping strips and parks.
- Grange Road is a hotspot area for driving congestion, and rat-running to avoid Grange Road is an issue.

4.4 Grouping of issues

To assist with the development of projects, the community comments shown in Section 4.3 were grouped into clusters based on type of issue and location. This cluster identification was conducted by Council, who determined the boundary of each cluster and the relevant issues to be addressed within the cluster. A total of 227 issue clusters were identified, as shown in Figure 16.

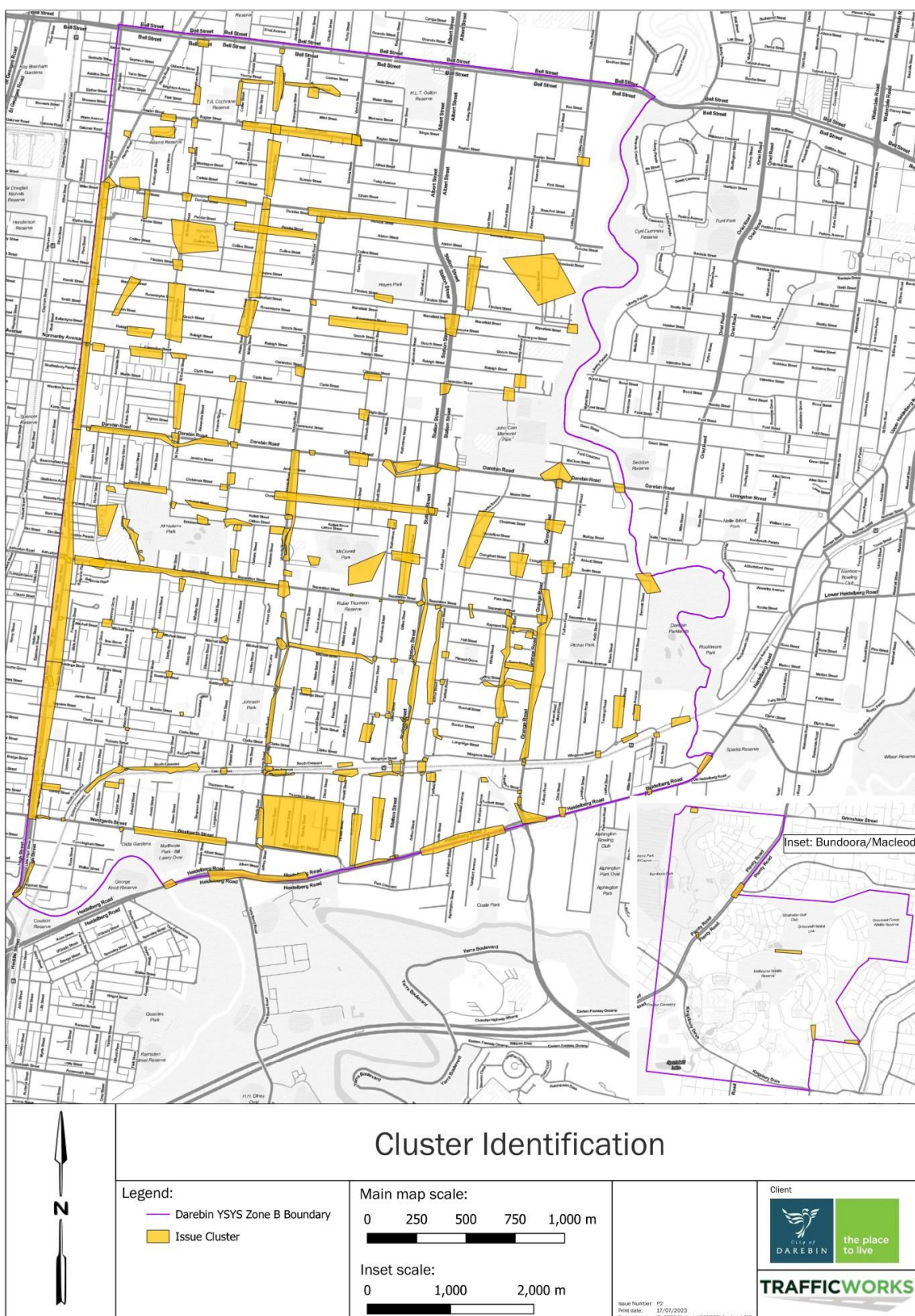


Figure 16: Cluster Identification

5 Issue prioritisation

To assist in the prioritisation of issues, a Multi Criteria Analysis (MCA) was undertaken. An MCA is a decision tool that allows projects to be compared and ranked based on a variety of criteria. They are widely used to assess infrastructure projects of all sizes across Australia. The advantage of an MCA is that it allows projects to be compared based on many criteria, not simply cost-effectiveness or ease of construction. This can include the consideration of harder to quantify aspects, such as community support or improvements to equity and accessibility. Infrastructure Australia provides a framework for developing and using MCAs in their Guide to Multi-Criteria Analysis, July 2021.

For the Your Streets Your Say program, an MCA was used to rank the issue clusters identified in Figure 16. As a result, an overall score between 0 and 100 was assigned to each cluster. A higher score meant higher priority to develop a treatment that addresses issues identified within the cluster.

The overall score was based on 7 assessment criteria, with a total of 12 Key Performance Indicators (KPIs) (refer Table 2). For each KPI, a score between 1 and 5 was assigned to the cluster. The KPIs were weighted based on their relative importance to provide an overall score out of 100. Refer to **Appendix B** – Multi-criteria assessment criteria for a detailed description of the scoring guide for each KPI.

Table 2: Key assessment criteria

Key Assessment Criteria	Criteria Weighting	Key Performance Indicators (KPIs)	KPI Individual Weighting	KPI Individual Weighting (%)	KPI Weighting Guide
Feasibility	20%	Council road or asset	4	16% of 20%	Council will have less influence to change arterial roads or non-Council owned land To address the issue, is external stakeholder approval required? (e.g. Yarra Trams, DTP, etc)
		External stakeholders	1	4% of 20%	
Strategy alignment	25%	Alignment with local Council strategy	4	20% of 25%	Does the location / issue align with Council strategy
		Alignment with Movement and Place principles	1	5% of 25%	Does the issue align with the M&P aspirations? If the issue relates to a mode which has a classification of 3 and above, a score of 5 will be provided
Location	10%	Proximity to areas with high vulnerable road user volumes. This will be defined by the walkable areas as outlined in the 20minute neighbourhood	1	N/A	Is the issue near a school or locations where vulnerable road users are expected (e.g. aged care)? Is the issue close to activity centres, shopping strips and other pedestrian generators where high foot traffic is expected? 400m walking distance will be applied as defined within the 20 minute neighbourhood concept
Accessibility & Equity	5%	Accessibility	1	2.5% of 5%	Does the issue impact accessibility and the ability for the community to safely access their desinations?
		Equity	1	2.5% of 5%	Does the issue limit access to a destination for people with restrictive capabilities?
Community feedback	20%	number of feedback at a location, including upvotes, which will each be treated as additional comments	1	N/A	the higher the number of community concerns at a location, the higher the score. Concerns will be categorised by type
Safety	20%	Evidence of safety issue (crash trend)	3	3% of 20%	The number of crashes associated with the issue
		Potential severity of crash	6	6% of 20%	Is a crash likely to result in serious injury or fatality? This will be assessed based on Austroads severity guidance sheet which details survivable impact speeds of various crash types
		Does vehicle speed data indicate a speeding issue?	6	6% of 20%	85th percentile speed
		Placemaking	5	5% of 20%	Does the issue impact on the comfort and how inviting a place is?

6 Identified projects

6.1 List of the issue clusters and recommended treatments

The MCA ranked all clusters by overall score. The top 24 highest scoring clusters were analysed in further detail to understand the issues raised by community members. A desktop assessment was undertaken to determine recommended treatments at each of the top 24 cluster locations.

Table 3 shows a summary of the location, issues, and recommended treatments for the top 20 issue clusters (excluding the advocacy 4 items) within Group B.

Table 3: Summary of Top 20 Issues within Group B

MCA ranking (#)	Location	Issue Summary	Recommended treatment	Indicative costing	Priority status
1	South Crescent	<p>Difficult to cycle along South Crescent since the removal of a bike lane and reintroduction of parking. The footpath on the south side of South Crescent is unsealed, can be muddy, and lacks shading.</p>	<p>Investigate installation of modal filters on South Crescent.</p> <p>A modal filter is traffic control measure, at a single point in a road, that allows the passage of some modes of transport but not others. One common type of modal filter allows walking, cycling and emergency vehicles to pass through, but stops other types of motor traffic at that point.</p>	\$200,000	High priority

MCA ranking (#)	Location	Issue Summary	Recommended treatment	Indicative costing	Priority status
4	Roundabout at the corner of Dundas and Newcastle Streets	Speeding, roundabout is dangerous for pedestrians and cyclists. Reports of collisions	Investigate removing the roundabout and install traffic signals at the intersection. Investigate providing bike lanes through the intersection	\$550,000	High priority
5	Newcastle Street between Walton Avenue and Raglan Street	Speeding cars, no bike lane, difficulty crossing to primary school	Install a raised zebra crossing (wombat crossing) on Newcastle Street, south of Young street. Install speed humps along Newcastle Street	\$250,000	Priority
6	Dundas Street between Victoria and Matisi Streets	Cycling infrastructure needs upgrading	Investigate separated bike lanes on Dundas Street. This would involve removal of approx.. 100 on-streetcar parking spaces.	\$100,000 (for investigation and design only)	Priority
7	Intersection of Separation Street and Perry Street	Speeding, intersection is dangerous for pedestrians, especially as it is near a childcare centre	Install a raised intersection with zebra crossing (bus friendly) on all 4 legs of the intersection	\$250,000 for raised intersection with 4 zebra crossings	Priority

MCA ranking (#)	Location	Issue Summary	Recommended treatment	Indicative costing	Priority status
10	Psarakos on Clarendon Street	Need a formal pedestrian crossing outside Psarakos. Overlap with maintenance project.	Install a raised zebra crossing (wombat crossing) on Clarendon Street, east of High Street.	\$100,000	Priority
11	Victoria Road, outside Leisure Centre	Pedestrian crossing needed to get to leisure centre and park	Install a signalised pedestrian crossing across Victoria Road, south of Clifton Street	\$400,000	Priority
12	Clarendon Street between St. David Street and Wales Street	Heavy traffic, speeding, and lack of pedestrian crossings along Clarendon Street, especially near the school	Change the access arrangement to only permit left in and left out. Install pedestrian refuge island. Install bicycle cut throughs	\$160,000	Priority
13	Separation Street, outside Northcote Library	Pedestrian & bike access to library needs improvement, intersection signals need upgrade	Remove all left turn slip lanes at the Separation Street and Northcote Plaza access intersection	\$400,000	Priority

MCA ranking (#)	Location	Issue Summary	Recommended treatment	Indicative costing	Priority status
14	Newcastle Street between Dundas Street and Mansfield Street	Speeding, dangerous for pedestrians crossing to school & kindergarten.	Install raised zebra crossings (wombat crossings) across all approaches to roundabouts on Newcastle Street. This includes the roundabouts at Pender Street and Collins Street	\$500,000	Priority

MCA ranking (#)	Location	Issue Summary	Recommended treatment	Indicative costing	Priority status
15	Separation Street between High Street and Victoria Road	Speeding, congestion, street is narrow, needs better bike infrastructure.	<p>Install 40 km/h line marked stencils along the road.</p> <p>Finalise Detail Design and install traffic signals at Breavington Way and Separation Street and providing pedestrian crossings.</p> <p>Investigate installing bus friendly platforms along the entire length of Separation Street where it provides one lane in each direction (between east of Northcote Plaza to Darebin Parklands)</p>	\$200,000, investigation and design only	Priority

MCA ranking (#)	Location	Issue Summary	Recommended treatment	Indicative costing	Priority status
16	Wingrove Street and Arthur Street	Roundabout is dangerous for pedestrians and cyclists, bushes on roundabout block sight distance	Investigate removing the roundabout and construct a T-intersection. This will provide opportunity for landscaping or recreational space Investigate providing an additional raised pedestrian crossing on Wingrove Street, east of Arthur Street.	\$60,000, investigation and design only	Priority
17	Victoria Road between Darebin Road and Northcote Aquatic and Recreation Centre	Bike lane needs upgrades for safety	Investigate providing separated bike lanes. This would involve removal of approx.. 50 on-street car parking spaces. The investigation could consider a longer length of Victoria Road	\$50,000	Priority
18	Intersection of Raglan and Newcastle Streets	Roundabout is dangerous for pedestrians	Install raised zebra crossings (wombat crossings) on all legs of the roundabout	\$300,000	Priority

MCA ranking (#)	Location	Issue Summary	Recommended treatment	Indicative costing	Priority status
19	Matisi Street near Thornbury High School	Congestion around school, needs a pedestrian crossing	Install a wombat crossing across Matisi Street, south of Collins Street Remove the existing pedestrian refuge island	\$100,000	Priority
20	Jones Street and Collins Street	Need improved pedestrian infrastructure and to prevent cars travelling the wrong way	Install a raised intersection treatment with zebra crossings. Install straight pavement arrows (line marking) and 'No Entry' signs	\$300,000	Priority
21	Victoria Road between South Crescent and Separation Street	Cycling safety should be improved. Requests for permanent protected bicycle lanes.	Investigate separated bike lanes. This would involve removal of approx. 25 on-street car parking spaces	\$300,000	Priority

MCA ranking (#)	Location	Issue Summary	Recommended treatment	Indicative costing	Priority status
22	Reserves between Mansfield Street and Gooch Street, east of High Street	lacks pedestrian connectivity	Install wombat crossing at Rossmoyne Street and Gooch Street to connect the reserves, east of High Street, and demolish redundant road humps • Upgrade the raised pedestrian crossing on Mansfield Street to a wombat crossing	\$600,000	Priority
23	Union Street at High Street	Difficult for pedestrians and cyclists to cross High Street at Union Street	Install at grade zebra crossing across Union Street east leg at High Street	\$80,000	Priority
24	Railway Place near Gillies Street	Speeding, pedestrian crossing is obscured by vegetation and dangerous, illegal parking outside coffee shop	Upgrade the existing zebra crossing on Railway Place to a raised zebra crossing (wombat crossing)	\$80,000	Priority

6.2 Concept plans

After the identification of potential treatments for each of the top 40 projects, concept plans were prepared for comment by Council and Darebin residents. The concepts plans for each location are attached in **Appendix C** – Concept plans.

Appendix A – Maps of issue locations from community feedback

These four maps summarise four main types of concerns raised in submissions:

- Pedestrian Issues, related to safety and accessibility issues for people who walk or wheel.
- Cycling Issues, related to safety and bike parking issues for people who ride a bike.
- Car Driving Issues, related to congestion and safety issues for people who drive a car.
- Driver Behaviour Issues, related to issues from poor car driver behaviour including rat-running, speeding, and dangerous and illegal driving.

Interpreting the maps

Areas that received more submissions, and more people agreed with submissions, are larger and coloured darker.

Each circle on the map represents an individual submission. The size of the circle indicates how many people agreed with a submission by ‘upvoting’ it on the online issue map. The smallest circles received between 0 to 1 upvotes, while the biggest circles received 11 to 12 upvotes.

Only submissions made through the online issues map were able to receive upvotes (approximately 1800 submissions overall). Submissions received offline, including through pop-up sessions, face to face sessions, and email (approximately 200 submissions overall) are represented as receiving 0 upvotes (smallest circle size).

Appendix B – Multi-criteria assessment criteria

Appendix C – Concept plans



Appendix B Draft
concept plans for 20 i

Location 1: South Crescent

Recommendation

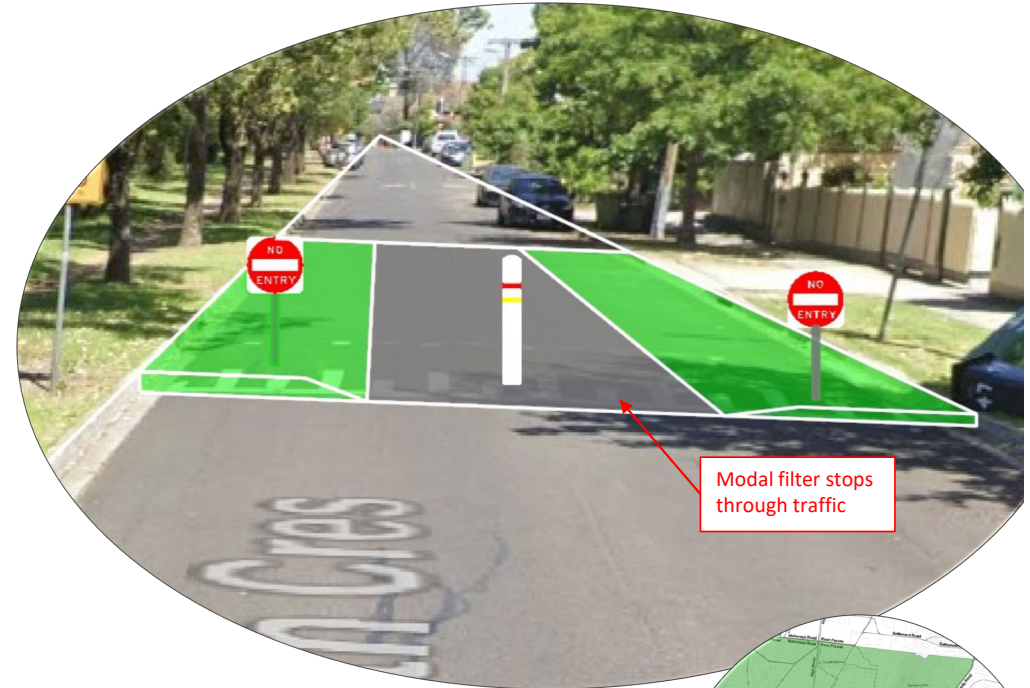
- Investigate installation of modal filters along South Crescent between the section of Yeonmans Street and Jamieson Street.

A modal filter is traffic control measure, at a single point in a road, that allows the passage of some modes of transport but not others. One common type of modal filter allows walking, cycling and emergency vehicles to pass through, but stops other types of motor traffic at that point.

Rationale

South Crescent is a popular east-west cycling route that provides connection to Westgarth Station, Dennis Station, and ties into other bicycle routes such as Victoria Road and Westgarth Street. Cyclists currently share a traffic lane with motorists and are at risk of being doored by parked vehicles.

The investigation will assess the feasibility and impacts of the proposal. The proposal aims to improve safety for cyclists.



Location 4: Dundas Street and Newcastle Street roundabout

Recommendation

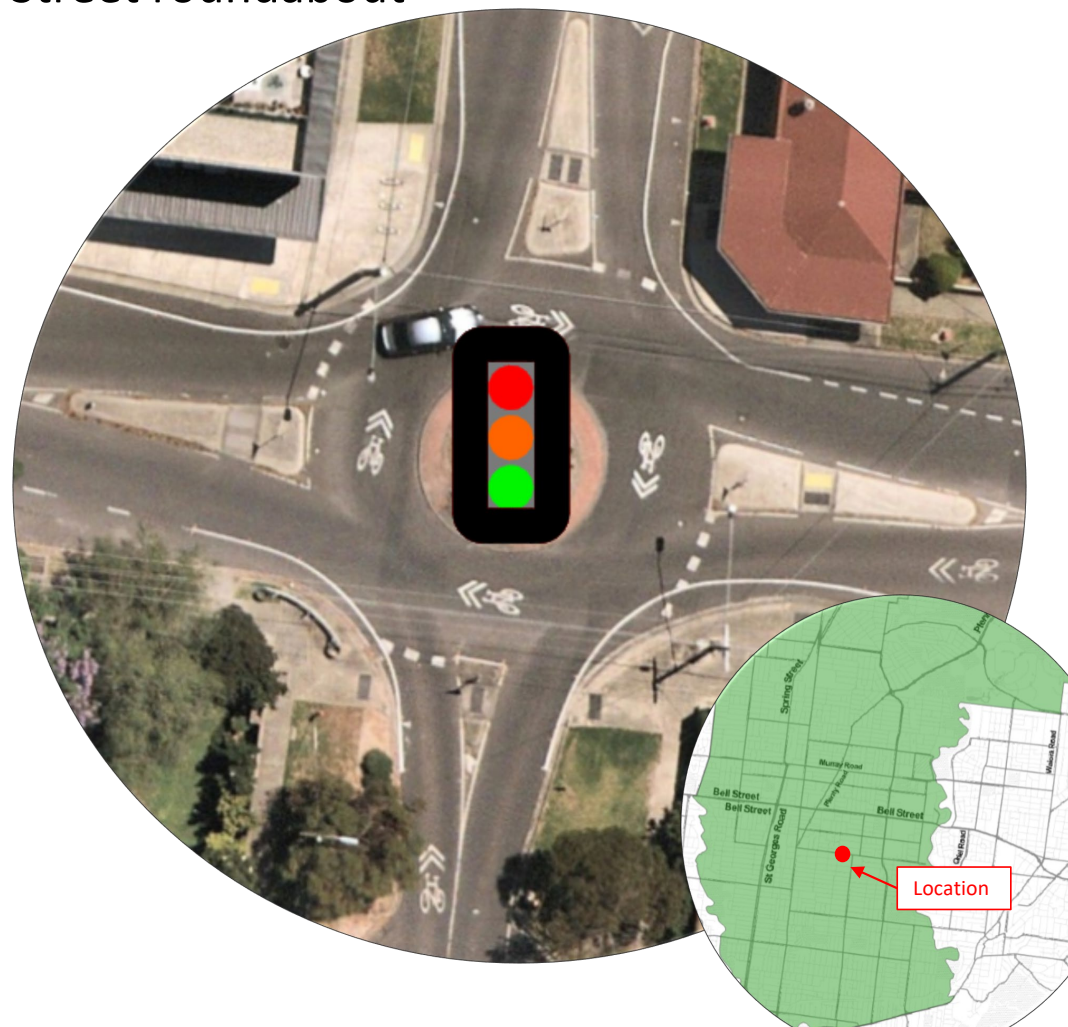
- Investigate removing the roundabout and installing traffic signals at the intersection
- Investigate providing bike lanes through the intersection

Rationale

In the southeast corner of the roundabout is a Kindergarten and in the northwest corner is an apartment complex and café. Dundas Street and Newcastle Street are cycling routes.

Motorists have failed to give way to cyclists at the roundabout, resulting in crashes. It can be difficult for pedestrians to cross roads at the roundabout.

The project will investigate the feasibility and impacts of the proposal. The project aims to improve road safety for all, and ensure that cyclists can safely travel through the intersection.



Location 5: Newcastle Street between Walton Avenue and Raglan Street

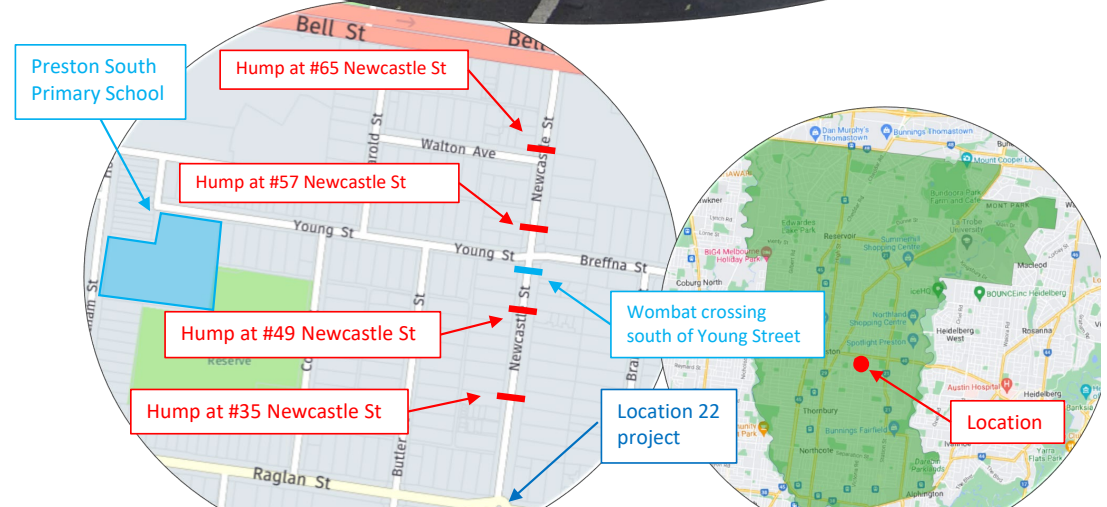
Recommendation

- Install a raised zebra crossing (wombat crossing) on Newcastle Street, south of Young street
- Install road humps along Newcastle Street

Rationale

Children are crossing Newcastle Street near Young Street to access Preston South Primary School to the west. Surveys confirm that vehicles are speeding along Newcastle Street. Newcastle Street is a long, straight, and wide road that allows motorists to comfortably drive above the speed limit.

The proposed raised zebra crossing will give priority to pedestrians and facilitate safer access to the primary school. The road humps will slow vehicles and improve pedestrian safety.



Location 6: Dundas Street between Victoria Road and Matisi Street

Recommendation

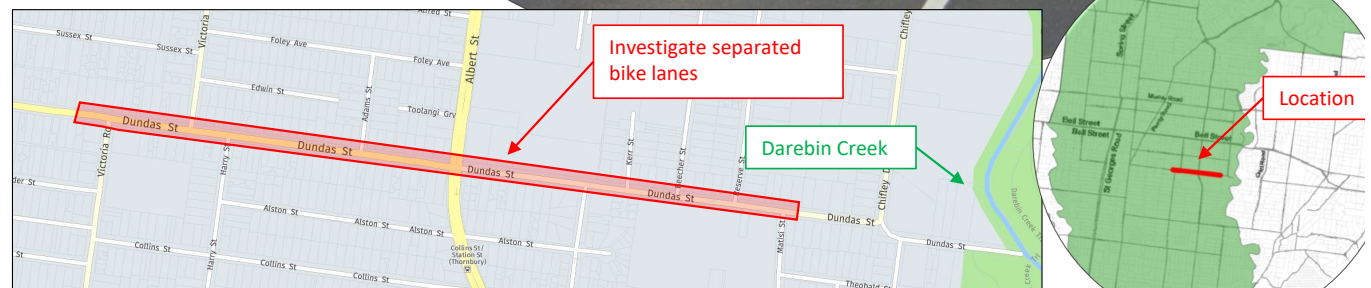
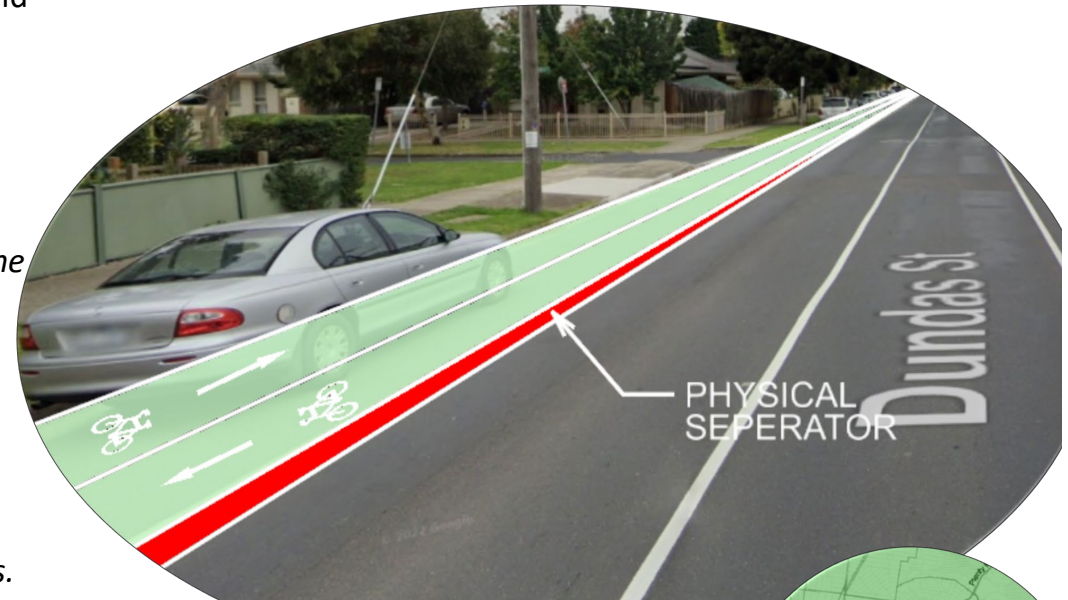
- Investigate separated bike lanes on Dundas Street. This would involve removal of on-street car parking spaces.

Rationale

Dundas Street is an east-west Strategic Cycling Corridor that connects to the St Georges Road Shared Path to the west and the Darebin Creek Trail to the east.

East of Station Street, the bicycle lane transitions into a shared parking and bicycle lane. The bicycle lane is often occupied by parked vehicles due to nearby industrial businesses.

The project will investigate the feasibility and impacts of the proposal. The project aims to improve safety for cyclists and provide physical separation between cyclists and motor vehicles.



Location 10: Clarendon Street, east of High Street (at Psarakos Market)

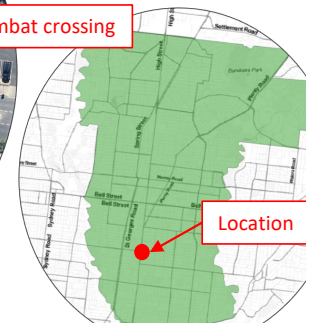
Recommendation

- Install a raised zebra crossing (wombat crossing) on Clarendon Street, east of High Street. This project is currently being developed.

Rationale

Many customers of Psarakos Market park at an off-street carpark, opposite the market, and cross Clarendon Street to access the shop.

It is unsafe for pedestrians to cross at this location due to high traffic volumes.



Location 11: Victoria Road, south of Clifton Street

Recommendation

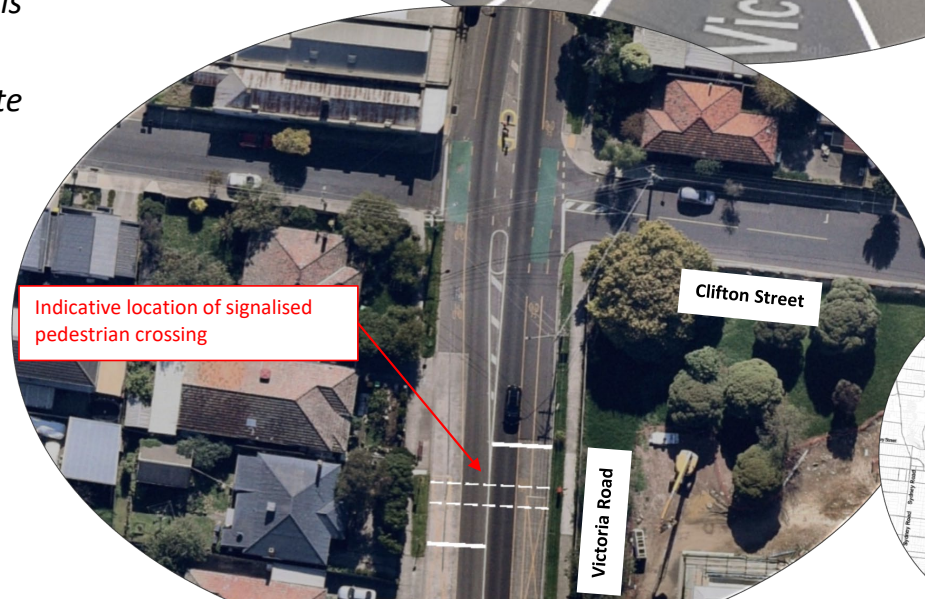
- Investigate installing a signalised pedestrian crossing across Victoria Road, south of Clifton Street

Rationale

Many pedestrians will cross Victoria Road once the renovation of Northcote Aquatic and Recreation Centre is completed.

Other nearby facilities are McDonnell Park and Northcote Tennis on the east side of Victoria Road and Northcote Plaza Shopping Centre and All Nations Park to the west.

A signalised pedestrian crossing will allow safer movement of pedestrians.



Location 12: Clarendon Street near St David Street

Recommendation

- Change the access arrangement to only permit left in and left out
- Install pedestrian refuge island
- Install bicycle cut-throughs

Rationale

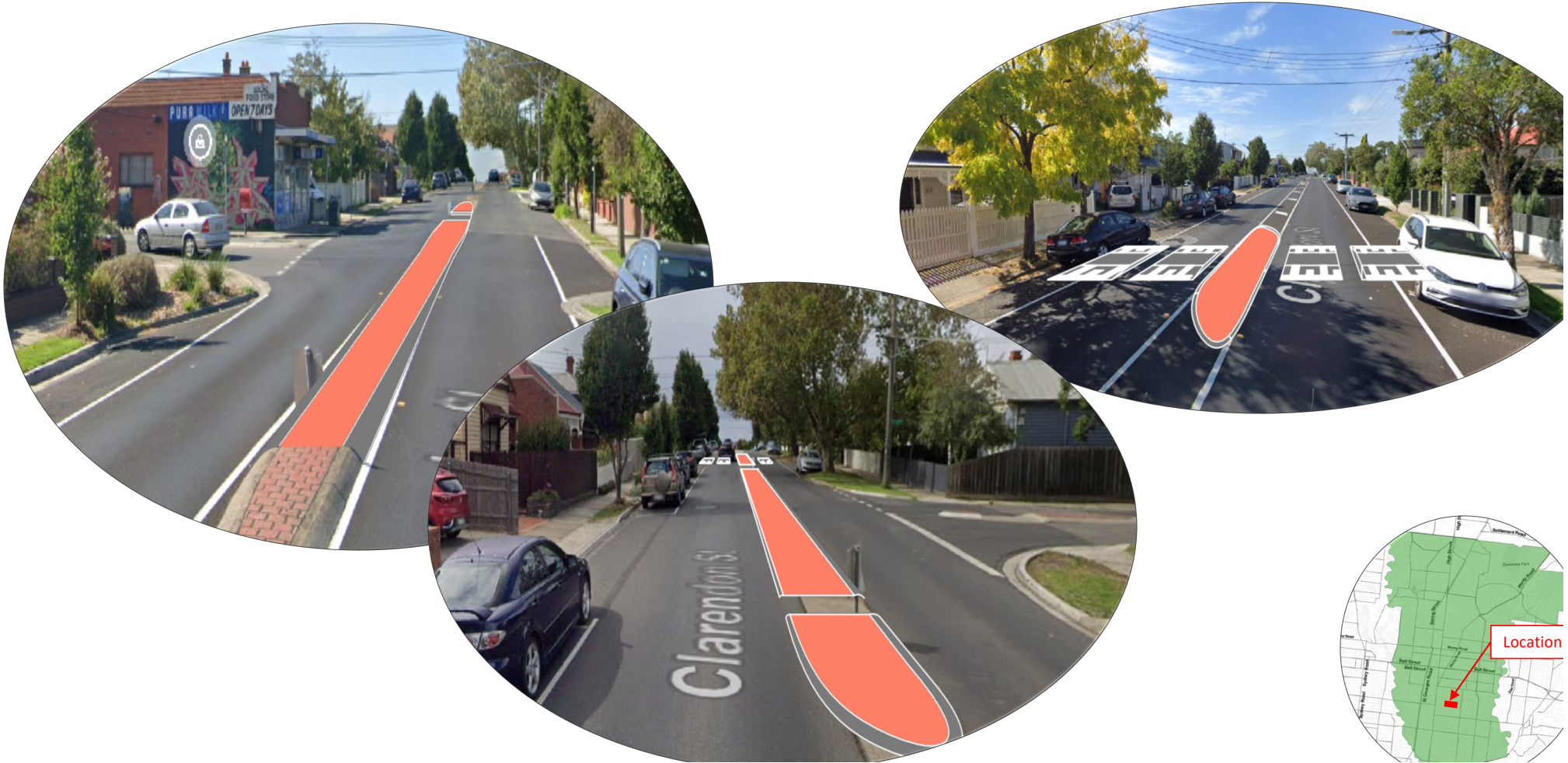
Pedestrians are crossing Clarendon Street due to access Wales Street Primary School and bus stops.

Crossing the street can be difficult due to high traffic volumes, high speeds and the lack of pedestrian crossings.

Restricting vehicle movements and providing safer crossing points for pedestrians.



Location 12: Clarendon Street near St David Street



Location 13: Separation Street, outside Northcote Library

Recommendation

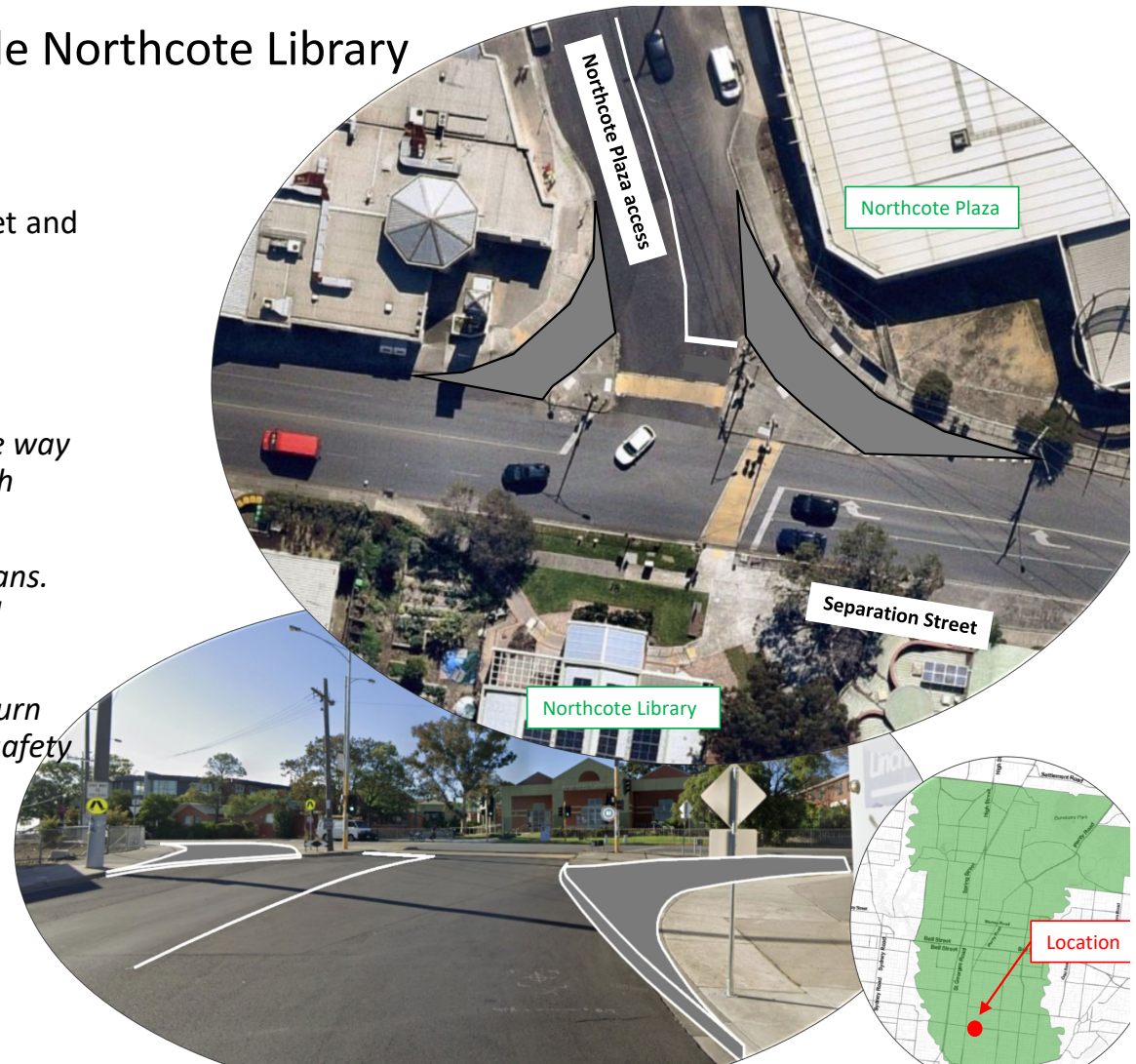
- Remove all left turn slip lanes at the Separation Street and Northcote Plaza access intersection

Rationale

Residents have reported that some motorists do not give way to pedestrians at the zebra crossings and turn left at high speeds.

In general, slip lanes can be very dangerous for pedestrians. This is a busy pedestrian area and is part of the Principal Pedestrian Network.

Removing the left turn slip lanes will force motorists to turn left turn at the traffic lights at lower speeds, improving safety for pedestrians.



Location 14: Newcastle Street between Dundas Street and Mansfield Street

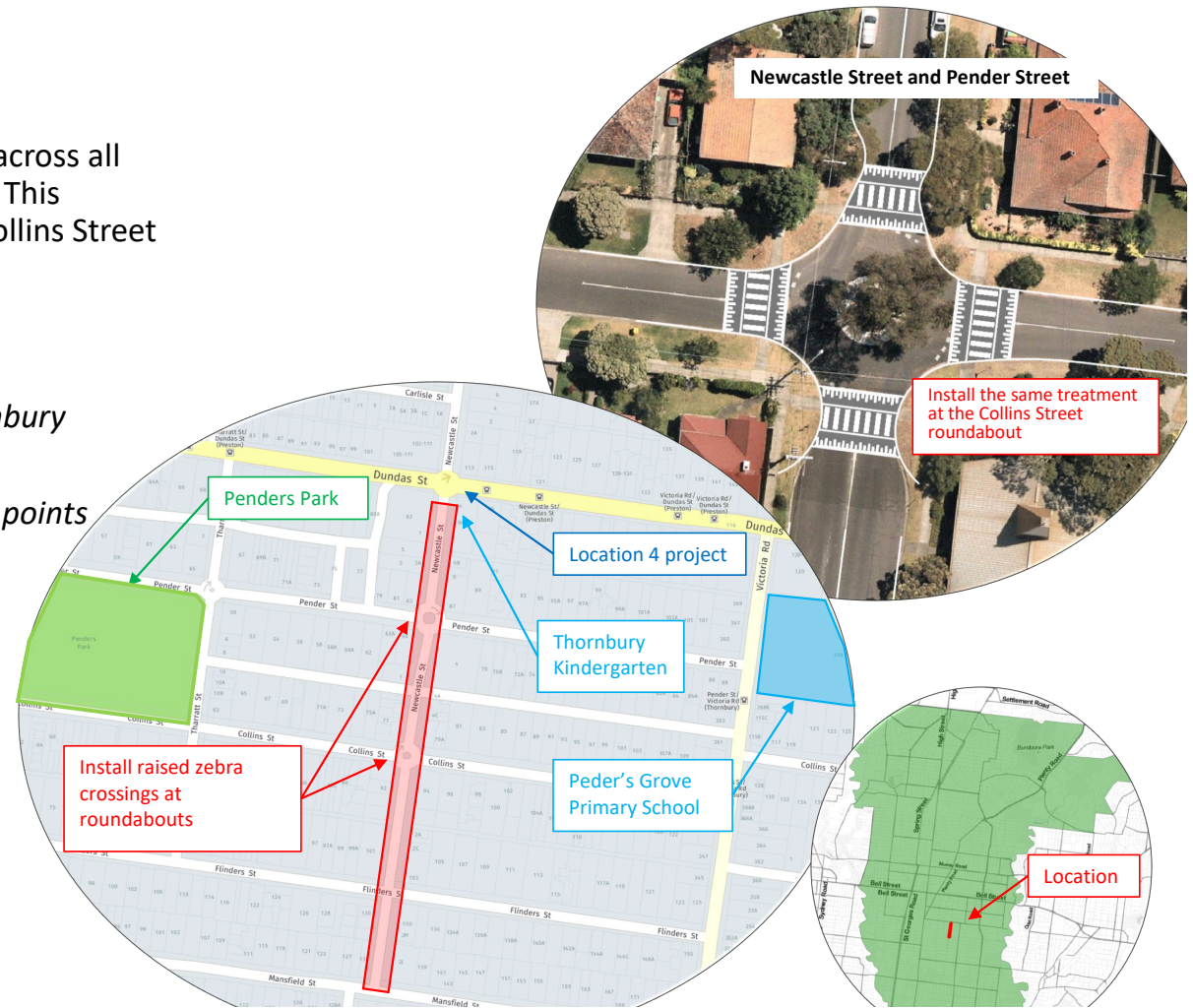
Recommendation

- Install raised zebra crossings (wombat crossings) across all approaches to roundabouts on Newcastle Street. This includes the roundabouts at Pender Street and Collins Street

Rationale

The site is near Pender's Grove Primary School, Thornbury Kindergarten, and Penders Park.

The raised zebra crossings will provide safer crossing points for pedestrians.



Location 15: Separation Street between High Street and Victoria Road

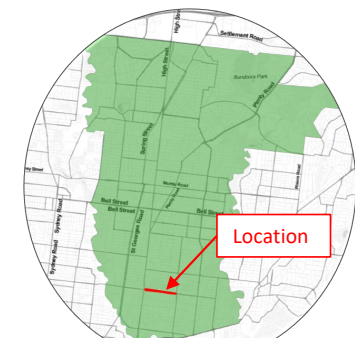
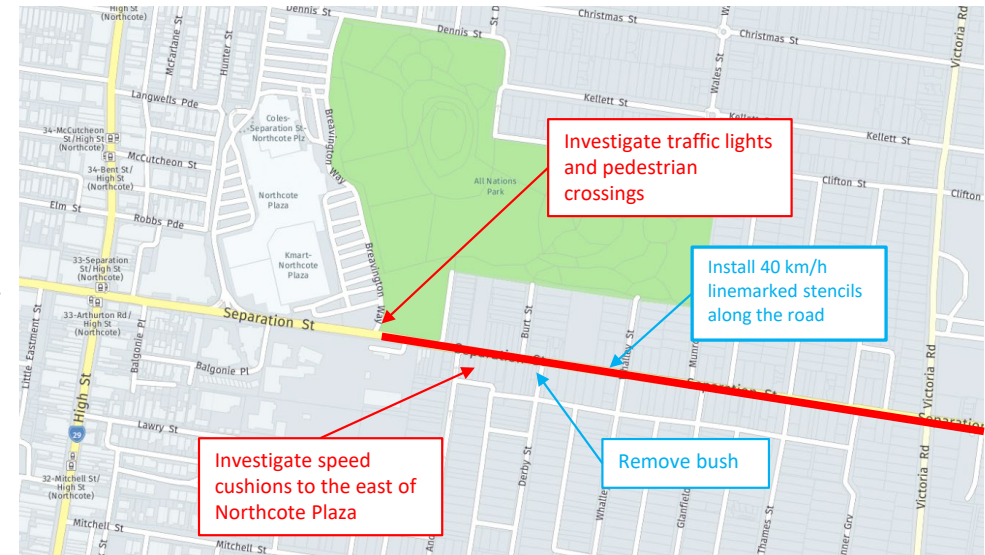
Recommendation

- Install 40 km/h linemarked stencils along the road
- Investigate installing traffic signals at Breavington Way and Separation Street and providing pedestrian crossings
- Remove bush obstructing sightlines on southeast corner of the Separation Street and Derby Street
- Investigate installing speed cushions along the entire length of Separation Street where it provides one lane in each direction (between east of Northcote Plaza to Darebin Parklands)

Rationale

Separation Street is a busy and narrow road. Residents have identified vehicles speeding.

It can be difficult to walk along the north side of Separation Street at Breavington Way. There are multiple lanes to cross and high traffic volumes at Northcote Plaza.



Location 16: Wingrove Street and Arthur Street

Recommendation

- Investigate removing the roundabout and construct a T-intersection. This will provide opportunity for landscaping or recreational space
- Investigate providing an additional raised pedestrian crossing on Wingrove Street, east of Arthur Street. The existing raised zebra crossing on Wingrove Street, east of Arthur Street could be relocated

Rationale

Fairfield Station and Fairfield Primary School are nearby. Wingrove Street is an important cycling route. The tree in the roundabout impacts safety as it blocks vision for motorists and pedestrians.

The proposal aims to provide more space for people and improve road safety for all.



Location 17: Victoria Road between Darebin Road and Northcote Aquatic and Recreation Centre

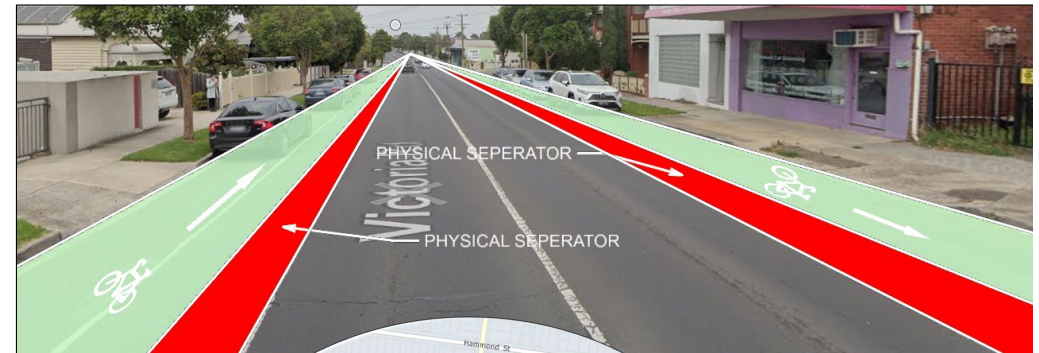
Recommendation

- Investigate providing separated bike lanes. This would involve removal of on-street car parking spaces.
 - The investigation could consider a longer length of Victoria Road

Rationale

Cyclists are currently at risk in a bike lane between parked vehicles and a traffic lane. Cyclists could be doored by people exiting parked vehicles or stuck by passing traffic.

The investigation will assess the feasibility and impacts of the proposal. The proposal aims to improve safety for cyclists.



Location 18: Intersection of Raglan and Newcastle Street

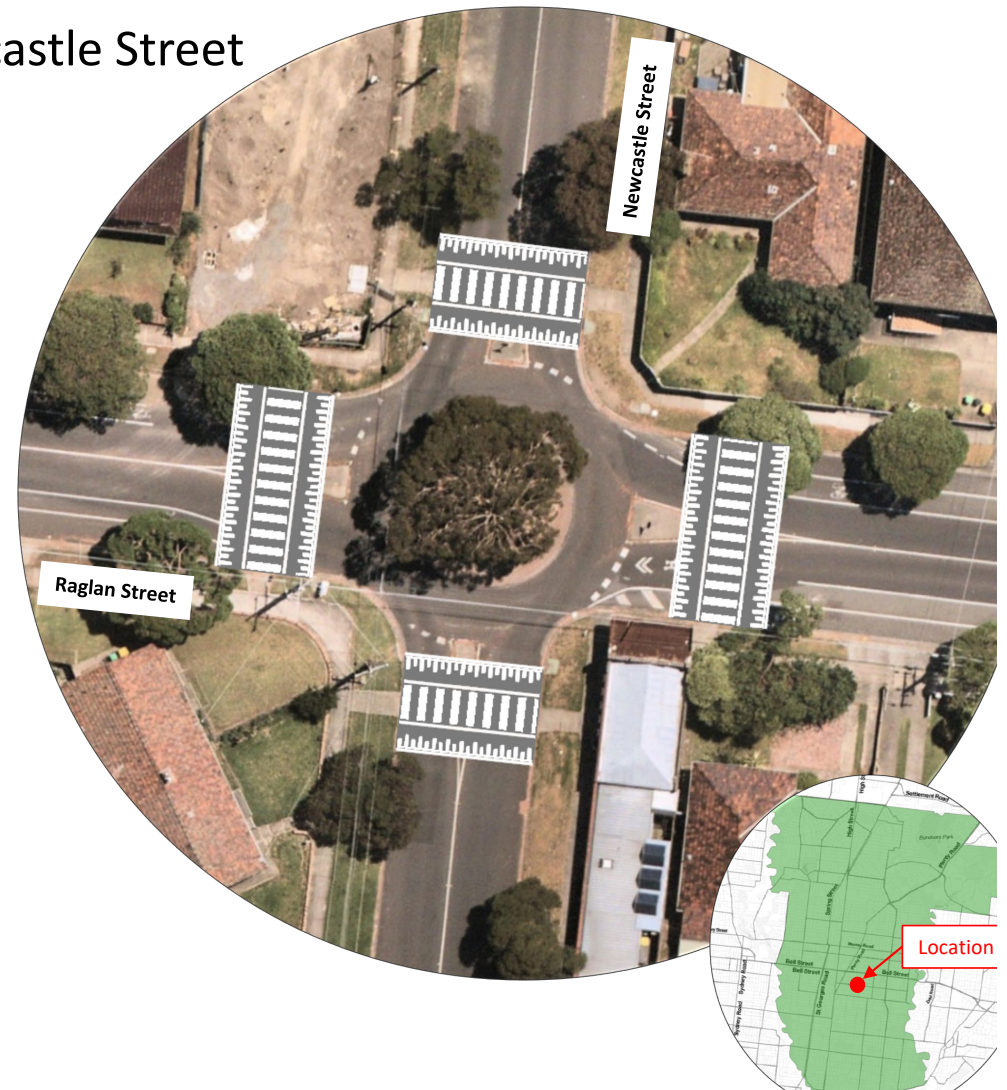
Recommendation

- Install raised zebra crossings (wombat crossings) on all legs of the roundabout

Rationale

Vision between drivers and pedestrians may be obstructed by buildings and fences, which cannot be removed.

The raised zebra crossings will reduce vehicle speeds and provide pedestrian priority.



Location 19: Matisi Street near Thornbury High School

Recommendation

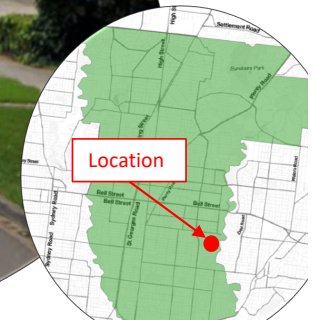
- Install a wombat crossing across Matisi Street, south of Collins Street
- Remove the existing pedestrian refuge island

Rationale

Students cross Matisi Street to access the school.

There are safety risks for crossing pedestrians due to high vehicle volumes.

The proposed wombat crossing will reduce vehicle speeds at the crossing point and provide pedestrian priority.



Location 20: Jones Street and Collins Street

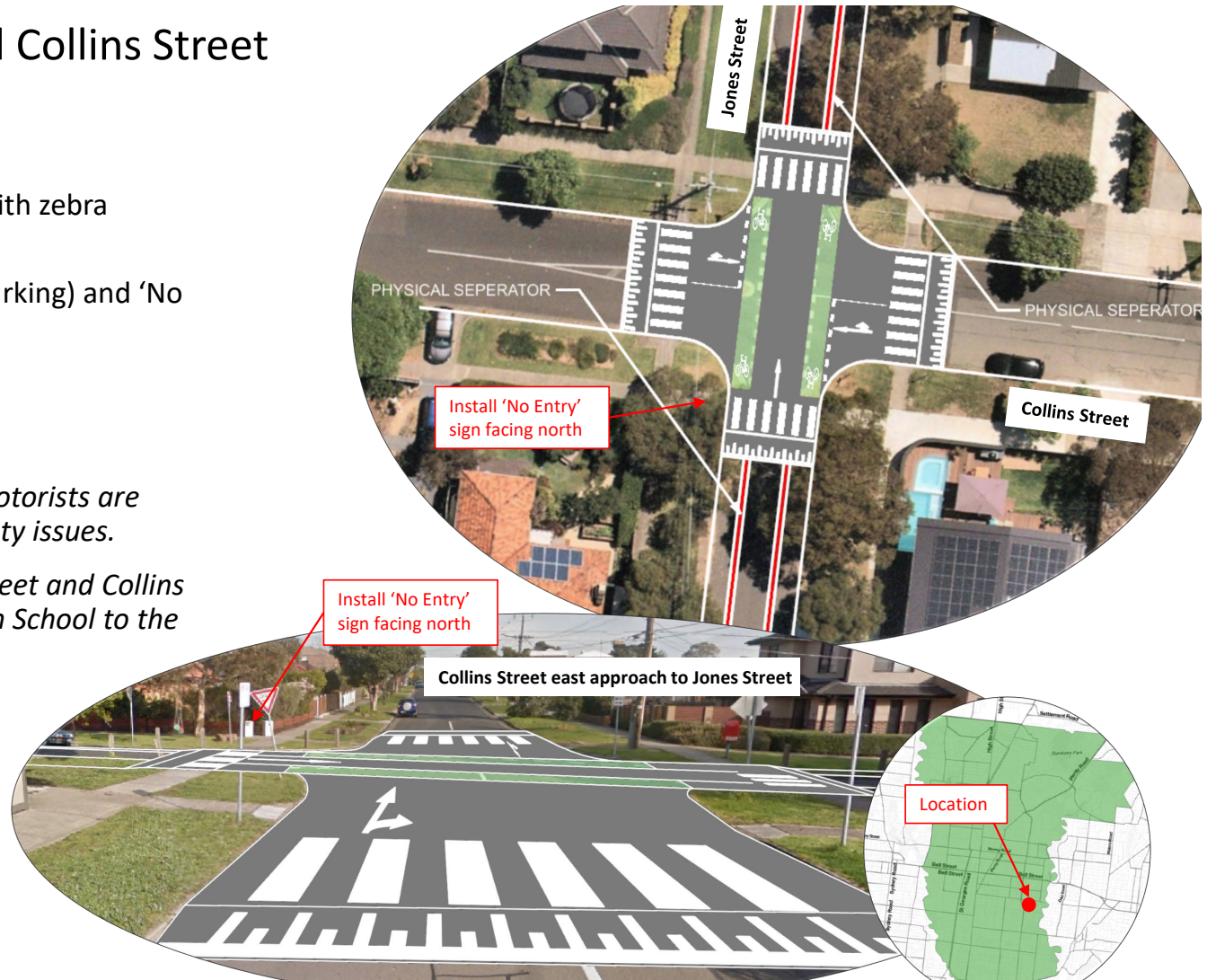
Recommendation

- Install a raised intersection treatment with zebra crossings
- Install straight pavement arrows (linemarking) and 'No Entry' signs

Rationale

Jones Street is a one-way road and some motorists are driving in the wrong direction, creating safety issues.

Students are crossing roads at the Jones Street and Collins Street intersection to access Thornbury High School to the east.



Location 21: Victoria Road between South Crescent and Separation Street

Recommendation

- Investigate separated bike lanes. This would involve removal of on-street car parking spaces

Rationale

Cyclists in the existing bike lanes could be doored by people exiting parked vehicles or struck by passing traffic.

The investigation will assess the feasibility and impacts of the proposal. The proposal aims to improve safety for cyclists.



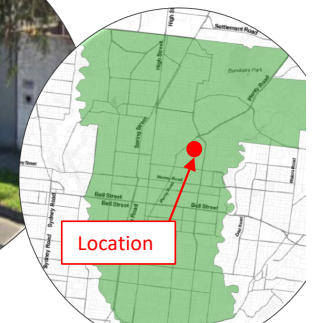
Location 22: Reserves between Mansfield Street and Gooch Street, east of High Street

Recommendation

- Install wombat crossing at Rossmoyne Street and Gooch Street to connect the reserves, east of High Street, and demolish redundant road humps
- Upgrade the raised pedestrian crossing on Mansfield Street to a wombat crossing

Rationale

There are no formal priority crossings for pedestrians on the roads between the north-south reserves to the east of High Street.



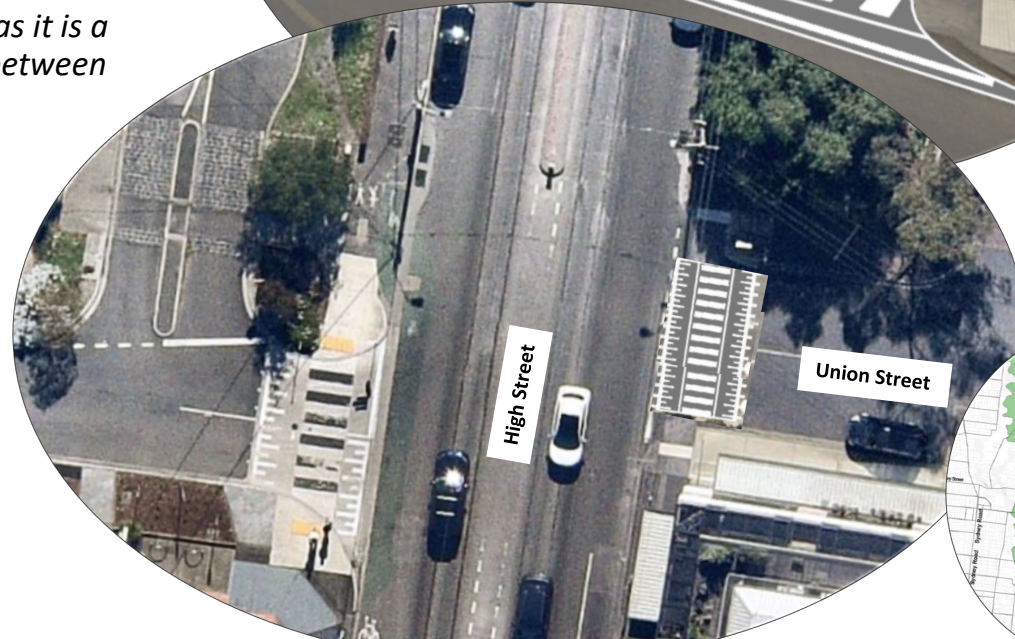
Location 23: High Street and Union Street

Recommendation

- Install a wombat crossing across Union Street east leg at High Street

Rationale

It is difficult for pedestrians to cross at High Street as it is a busy road. Kerbside parked vehicles restrict vision between drivers and pedestrians.



Location 24: Railway Place near Gillies Street

Recommendation

- Upgrade the existing zebra crossing on Railway Place to a raised zebra crossing (wombat crossing)

Rationale

The Railway Place zebra crossing is frequently used to access Fairfield Station and nearby businesses. A raised zebra crossing will reduce vehicle speeds at the pedestrian crossing point. This will improve pedestrian safety



List of 20 priority projects (indicative costing)

MCA ranking (#)	Location	Issue Summary	Recommended treatment	Indicative costing	Priority status
1	South Crescent	Difficult to cycle along South Crescent since the removal of a bike lane and reintroduction of parking. The footpath on the south side of South Crescent is unsealed, can be muddy, and lacks shading.	Investigate installation of modal filters on South Crescent. A modal filter is traffic control measure, at a single point in a road, that allows the passage of some modes of transport but not others. One common type of modal filter allows walking, cycling and emergency vehicles to pass through, but stops other types of motor traffic at that point.	\$200,000	High priority
4	Roundabout at the corner of Dundas and Newcastle Streets	Speeding, roundabout is dangerous for pedestrians and cyclists. Reports of collisions	Investigate removing the roundabout and install traffic signals at the intersection. Investigate providing bike lanes through the intersection	\$550,000	High priority
5	Newcastle Street between Walton Avenue and Raglan Street	Speeding cars, no bike lane, difficulty crossing to primary school	Install a raised zebra crossing (wombat crossing) on Newcastle Street, south of Young street. Install speed humps along Newcastle Street	\$250,000	Priority

MCA ranking (#)	Location	Issue Summary	Recommended treatment	Indicative costing	Priority status
6	Dundas Street between Victoria and Matisi Streets	Cycling infrastructure needs upgrading	Investigate separated bike lanes on Dundas Street. This would involve removal of approx.. 100 on-streetcar parking spaces.	\$100,000 (for investigation and design only)	Priority
7	Intersection of Separation Street and Perry Street	Speeding, intersection is dangerous for pedestrians, especially as it is near a childcare centre	Install a raised intersection with zebra crossing (bus friendly) on all 4 legs of the intersection	\$250,000 for raised intersection with 4 zebra crossings	Priority
10	Psarakos on Clarendon Street	Need a formal pedestrian crossing outside Psarakos. Overlap with maintenance project.	Install a raised zebra crossing (wombat crossing) on Clarendon Street, east of High Street.	\$100,000	Priority
11	Victoria Road, outside Leisure Centre	Pedestrian crossing needed to get to leisure centre and park	Install a signalised pedestrian crossing across Victoria Road, south of Clifton Street	\$400,000	Priority
12	Clarendon Street between St. David Street and Wales Street	Heavy traffic, speeding, and lack of pedestrian crossings along Clarendon Street, especially near the school	Change the access arrangement to only permit left in and left out. Install pedestrian refuge island.	\$160,000	Priority
13	Separation Street, outside Northcote Library	Pedestrian & bike access to library needs improvement, intersection signals need upgrade	Install bicycle cut throughs Remove all left turn slip lanes at the Separation Street and Northcote Plaza access intersection	\$400,000	Priority

MCA ranking (#)	Location	Issue Summary	Recommended treatment	Indicative costing	Priority status
14	Newcastle Street between Dundas Street and Mansfield Street	Speeding, dangerous for pedestrians crossing to school & kindergarten.	Install raised zebra crossings (wombat crossings) across all approaches to roundabouts on Newcastle Street. This includes the roundabouts at Pender Street and Collins Street	\$500,000	Priority
15	Separation Street between High Street and Victoria Road	Speeding, congestion, street is narrow, needs better bike infrastructure.	Install 40 km/h line marked stencils along the road. Finalise Detail Design and install traffic signals at Breavington Way and Separation Street and providing pedestrian crossings. Investigate installing bus friendly platforms along the entire length of Separation Street where it provides one lane in each direction (between east of Northcote Plaza to Darebin Parklands)	\$200,000, investigation and design only	Priority

MCA ranking (#)	Location	Issue Summary	Recommended treatment	Indicative costing	Priority status
16	Wingrove Street and Arthur Street	Roundabout is dangerous for pedestrians and cyclists, bushes on roundabout block sight distance	Investigate removing the roundabout and construct a T-intersection. This will provide opportunity for landscaping or recreational space Investigate providing an additional raised pedestrian crossing on Wingrove Street, east of Arthur Street.	\$60,000, investigation and design only	Priority
17	Victoria Road between Darebin Road and Northcote Aquatic and Recreation Centre	Bike lane needs upgrades for safety	Investigate providing separated bike lanes. This would involve removal of approx.. 50 on-street car parking spaces. The investigation could consider a longer length of Victoria Road	\$50,000	Priority
18	Intersection of Raglan and Newcastle Streets	Roundabout is dangerous for pedestrians	Install raised zebra crossings (wombat crossings) on all legs of the roundabout	\$300,000	Priority
19	Matisi Street near Thornbury High School	Congestion around school, needs a pedestrian crossing	Install a wombat crossing across Matisi Street, south of Collins Street Remove the existing pedestrian refuge island	\$100,000	Priority

MCA ranking (#)	Location	Issue Summary	Recommended treatment	Indicative costing	Priority status
20	Jones Street and Collins Street	Need improved pedestrian infrastructure and to prevent cars travelling the wrong way	Install a raised intersection treatment with zebra crossings. Install straight pavement arrows (line marking) and 'No Entry' signs	\$300,000	Priority
21	Victoria Road between South Crescent and Separation Street	Cycling safety should be improved. Requests for permanent protected bicycle lanes.	Investigate separated bike lanes. This would involve removal of approx. 25 on-street car parking spaces	\$300,000	Priority
22	Reserves between Mansfield Street and Gooch Street, east of High Street	lacks pedestrian connectivity	Install wombat crossing at Rossmoyne Street and Gooch Street to connect the reserves, east of High Street, and demolish redundant road humps • Upgrade the raised pedestrian crossing on Mansfield Street to a wombat crossing	\$600,000	Priority
23	Union Street at High Street	Difficult for pedestrians and cyclists to cross High Street at Union Street	Install at grade zebra crossing across Union Street east leg at High Street	\$80,000	Priority

MCA ranking (#)	Location	Issue Summary	Recommended treatment	Indicative costing	Priority status
24	Railway Place near Gillies Street	Speeding, pedestrian crossing is obscured by vegetation and dangerous, illegal parking outside coffee shop	Upgrade the existing zebra crossing on Railway Place to a raised zebra crossing (wombat crossing)	\$80,000	Priority

List of Advocacy Items

MCA ranking	Location	Issue summary	Recommended treatment
2	High Street between Separation Street and Darebin Road	Difficult and unsafe to cycle along. Unsafe to walk along High Street and cross side roads and slip lanes. Unsafe to cross High Street between Separation Street and Dennis Street. Narrow footpath	Investigate pedestrian crossing improvements across side roads along High Street. Some options include: Raised zebra crossings (wombat crossing) Zebra crossings with road humps on approaches Raised thresholds (where the footpath is raised across the side street)
3	High Street between Normanby Avenue and Dundas Street	Difficulty crossing High Street, particularly near Pender Street, train station, tram stops & access to St Georges Road bike path. Outdoor dining narrows footpath. Difficult for cyclists to ride along. The pavement surface is poor for cyclists	Investigate installing a signalised pedestrian crossing on High Street between Normanby Avenue and Dundas Street (possibly near Pender Street). Active transport infrastructure to be considered along access routes.

MCA ranking	Location	Issue summary	Recommended treatment
8	High Street between Dennis Street and Beaconsfield Parade	Difficult for cyclists to turn into and out of Beaconsfield Parade and Dennis Street. Some cyclists don't feel safe riding in the on-road bike lanes next to traffic at the signalised intersection. Pedestrians want a crosswalk on the north side of Dennis Street	Treatments to allow safe and convenient active travel to and around this area in line with Darebin's transport network framework, principal pedestrian network, cycling shimmy routes and future public transport connections.
9	High Street between Westgarth Street and Bastings Street	Difficult to cycle along. High delay to pedestrians at signalised crosswalks. Signalised crosswalks at High Street & Clarke Street are not DDA compliant.	Changes to reduce delay to pedestrians at signalised crosswalks. Upgrade the pedestrian crossing kerb ramps at the intersection of High Street and Clarke Street to be accessible to people with all abilities including with those using mobility aides. Improve wayfinding.

Key Assessment Criteria	Criteria Weighting	Key Performance Indicators (KPIs)	KPI Individual Weighting (%)	KPI Weighting Guide	Raw Scoring Guide					
					0	1	2	3	4	5
Feasibility	20%	Council road or asset	4 (16% of 20%)	Council will have less influence to change arterial roads or non-Council owned land	N/A	No	N/A	N/A	N/A	Yes
		External stakeholders	1 (4% of 20%)	To address the issue, is external stakeholder approval required? (e.g. Yarra Trams, DTP, etc)	N/A	Yes	N/A	N/A	N/A	No
Strategy alignment	25%	Alignment with local Council strategy	4 (20% of 25%)	Does the location / issue align with Council strategy	Project suggests something that is specifically discouraged by Darebin strategies (eg, building new roads, etc)	Project is not supported nor discouraged by Darebin strategies (eg, reducing congestion, etc).	Other projects that are broadly supported by Darebin strategies (eg, reducing rat running, freight management, etc).	Project involves indirectly improving pedestrian or bike safety and attractiveness on roads not specified in the '5 point' criterion. Also includes all other road safety improvements.	Project involves indirectly improving pedestrian or bike safety and attractiveness on a Secondary multi-modal street, Streets for People corridor, Principal Pedestrian Network, Strategic Cycling Corridor, Key Cycling Corridor, or local activity centre, or directly improving pedestrian or bike safety and attractiveness on other roads.	Project involves directly improving pedestrian or bike safety and attractiveness (ie, new bike/ped specific infrastructure) on a Secondary multi-modal street, Streets for People corridor, Principal Pedestrian Network, Strategic Cycling Corridor, or local activity centre.
		Alignment with Movement and Place principles	1 (5% of 25%)	Does the issue align with the M&P aspirations? If the issue relates to a mode which has a classification of 3 and above, a score of 5 will be provided	N/A	5	N/A	4	3 and above	2 and above
Location	10%	Proximity to areas with high vulnerable road user volumes defined by 20 minute neighbourhood walkable areas	N/A	Is the issue near a school or locations where vulnerable road users are expected 400m walking distance will be applied as defined within the 20 minute neighbourhood concept	N/A	No	Modest number of vulnerable road user generators (neighbourhood shopping strips)	Moderate number of vulnerable road user generators	High number of vulnerable road user generators (Major activity centre, child care centres)	Within 400m of a school
Accessibility & Equity	5%	Accessibility	1 (2.5% of 5%)	Does the issue impact accessibility and the ability for the community to safely access their destinations?	Addressing the issues does not improve access	Addressing the issue will in some access improvement for active transport or any vehicle access improvement	N/A	Addressing the issue will moderately improve access for active transport	N/A	Addressing the issue will significantly improve access for active transport
		Equity	1 (2.5% of 5%)	Does the issue limit access to a destination for people with restrictive capabilities?		Addressing the issue will not improve equity	N/A	Addressing the issue will moderately improve equity	N/A	Addressing the issue will significantly improve equity
Community feedback	20%	number of feedback at a location, including upvotes, which will each be treated as additional comments	N/A	the higher the number of community concerns at a location, the higher the score. Concerns will be categorised by type	N/A	1	2 to 4	5 to 7	8 to 10	>10
Safety	20%	Evidence of safety issue (crash trend)	1 (3% of 20%)	The number of crashes associated with the issue	N/A	1	2 to 4	5 to 7	8 to 10	>10
		Potential severity of crash	2 (6% of 20%)	Is a crash likely to result in serious injury or fatality? This will be assessed based on Austroads severity guidance sheet which details survivable impact speeds of various crash types	N/A	Low	N/A	Medium	N/A	High risk
		Does vehicle speed data indicate a speeding issue?	2 (6% of 20%)	85th percentile speed	N/A	85th % speed is equal to or below the speed limit, , OR issue is related to • driving congestion • vehicle & bike parking	N/A	No data	N/A	85th % speed is above the speed limit
		Placemaking	5 (5% of 20%)	Does the issue impact on the comfort and how inviting a place is?	Addressing the issue will not improve amenity	Addressing the issue will result in minor amenity improvements	N/A	Addressing the issue will moderately improve amenity	N/A	Addressing the issue will significantly improve amenity

Address	Suburb
238 Victoria Road	Northcote
3 Ross Street	Northcote
52 Langridge Street	Fairfield
134 Clarendon Street	Thornbury
2 Clive Street	Alphington
6 Smith Street	Alphington
104 Yarralea Street	Alphington
126 Grange Road	Alphington
189 High Street	Northcote
11 Hammond Street	Thornbury
254-256 Wingrove Street	Fairfield
415-421 Heidelberg Road	Fairfield
76 Clarendon Street	Thornbury
78 Clarendon Street	Thornbury
9 Hamilton Street	Alphington
4 Grange Road	Alphington
34 Wingrove Street	Alphington
56a Victoria Road	Northcote
50 Austin Street	Alphington
25 Langridge Street	Fairfield
12 Swift Street	Northcote
81 Separation Street	Fairfield
52 Brooke Street	Northcote
31 South Crescent	Northcote
8a Newcastle Street	Preston
10a Grange Road	Alphington
244 Victoria Road	Northcote
9 Dundas Street	Thornbury
369 Victoria Road	Thornbury

235 Station Street	Fairfield
8c Perry Street	Alphington
34 Pender Street	Thornbury
13 Ross Street	Alphington
48 South Crescent	Northcote
8 Breavington Way	Northcote
57 Dennis Street	Northcote
Alphington Station	Alphington Station, Melbourne,
104 Yarralea Street	Alphington
294 Dundas Street	Thornbury
297 Station Street	Fairfield
201 Victoria Road	Northcote
36 Railway Place	Fairfield
5 Clifton Street	Northcote
37 Sussex Street	Preston
114 Christmas Street	Northcote
9 Dundas Street	Preston
87-89 Hotham Street	Preston
168 Victoria Road	Northcote
21 Cain Avenue	Northcote
38 Thomson Street	Northcote
214 Heidelberg Road	Fairfield
217 Collins Street	Thornbury
13 Shiers Street	Alphington
22 Northcote Street	Northcote
56 Victoria Road	Northcote
56 Victoria Road	Northcote
2 Fairfield Road	Fairfield
18 Robbs Parade	Northcote
207 Flinders Street	Thornbury

56 Victoria Road	Northcote
Oldis Gardens	Westgarth St, Melbourne,
63 South Crescent	Northcote
13 Farnan Street	Northcote
218 Wingrove Street	Fairfield
Grill'd	126 Station Street, Melbourne,
78 Kellett Street	Northcote
7 Edwin Street	Fairfield
222 Collins Street	Thornbury
7 Jones Street	Thornbury
77a Victoria Road	Northcote
2-6 Clarendon Street	Thornbury
2 Clive Street	Alphington
1 Clive Street	Alphington
72a Victoria Road	Northcote
72 Victoria Road	Northcote
136 Dundas Street	Preston
23 Dundas Street	Preston
113 Dundas Street	Thornbury
207 Flinders Street	Thornbury
62 Newcastle Street	Preston
43 Newcastle Street	Preston
25a Breffna Street	Preston
145 Heidelberg Road	Northcote
21 Cain Avenue	Northcote
87-88 South Crescent	Northcote
30 Grange Road	Fairfield
85 Station Street	Fairfield
119 Bell Street	Preston
179a Bell Street	Preston

100a Perry Street	Fairfield
218 Victoria Road	Northcote
456a Station Street	Thornbury
11 Langwells Parade	Northcote
99 Grange Road	Fairfield
269 Arthur Street	Fairfield
78 Clarendon Street	Thornbury
254 Darebin Road	Fairfield
707-713 Heidelberg Road	Alphington
124 Darebin Road	Northcote
17b Bailey Avenue	Preston
30 Jones Street	Thornbury
5 Pender Street	Thornbury
83b Station Street	Fairfield
45 Railway Place	Alphington
98 Yarralea Street	Alphington
209 Grange Road	Alphington
770-772 High Street	Thornbury
122 Perry Street	Fairfield
83a Arthur Street	Fairfield
60 Springthorpe Boulevard	Macleod
22 Vauxhall Road	Northcote
42 Alston Street	Thornbury
31 South Crescent	Northcote
35 Harry Street	Thornbury
56a Victoria Road	Northcote
5 Fulham Road	Alphington
108 Wingrove Street	Alphington
65 South Crescent	Northcote
South Crescent Cafe	31a South Crst, Melbourne,

77 Gooch Street	Thornbury
54 Westgarth Street	Northcote
361 Heidelberg Road	Fairfield
91 Bastings Street	Northcote

Appendix F

Table: List of identified Operational interventions

#	Location	Issue Summary	Recommended treatment
1	Gillies Street near Heidelberg Road	The community have been complaining about the speed of vehicles travelling along Gillies Street since the pop-up bike lane was installed along Heidelberg Road	To reduce through traffic, install a part time left-turn ban from Heidelberg Road to Gillies Street
2	James Street	The increasing use of James Street as a rat-run was raised. The issue was exacerbated by the gradient of the street (which encourages higher vehicle speeds) and sun glare in the afternoon (which makes eastbound vehicles harder to see)	PM peak period (4:30-6:30pm) right-turn ban from High Street into James Street
3	Victoria Road and Mitchell Street intersection	Vehicles turning from Mitchell Street to Victoria Road (north leg) don't give way to pedestrians at the pedestrian operated signal and turn over the bike lanes. Difficult for vehicles to drive along Mitchell Street through Victoria Road	Construct a central median on Victoria Road with bicycle cut throughs at the intersection of Mitchell Street. This will result in left-in and left-out only turns on both sides of the intersection. The signalised pedestrian crossing will also be upgraded with changed lanterns, moved stop lines, bike lanes and kerb outstands.
4	Oxford Street at Clarke Street	Issues relating to rat-running and speeding were identified	Right-turn ban from Oxford Street to Clarke Street in the morning peak period (8-9:30am). This will discourage southbound traffic re-routing to a parallel street
5	Vauxhall Street at Clarke Street	Vauxhall Street has been identified as a rat-run.	A right turn-ban at Vauxhall Street northbound from Clarke Street during the AM peak period (8-9:30am) when the majority of rat-running occurs

#	Location	Issue Summary	Recommended treatment
6	Intersection of Thames and Alphington Street with Mitchell Street	The streets have been identified as a rat-run	Provide temporary bollards and rubber kerbing at the median island on Mitchell Street as a 12 month trial. This will result in left in/out only at Alphington Street and Thames Street while providing access for people on bikes.
7	Gilles Street at north side of Darebin Road	Rat-run has been identified at Gilles Street as drivers avoid turning right onto Station Street	Afternoon peak time 4-6:30pm right-turn ban from Darebin Road north onto Gillies Street. Approval from Department of Transport and Planning required.
8	Fairfield Rd between Wingrove Street and Gordon Street	Safety concerns raised by the Fairfield primary school resulted in a trial one-way section of Fairfield road.	Extend one-way operation of Fairfield Road to Gordon Street from Wingrove Street
9	Perry Street between Wingrove Street and Montefiore Street	Rat-running issues at Perry Street	<p>Trial left-turn ban in the afternoon peak period (4-6:30pm) at Rayment Street westbound from Grange Rd to deter rat-running along Perry Street. Approval from Department of Transport and Planning required.</p> <p>Trial right-turn ban in the afternoon peak (4-6:30pm) from Wingrove Street to Perry Street.</p>
10	Separation Street at Gillies Street	Gillies Street has been identified as a rat-run for drivers avoiding Station Street	To improve safety along Gillies Street, install a trial left-turn only treatment from Separation Street to Gillies Street southbound using temporary materials like rubber kerbing and bollards. Provision is to be made for cyclists to continue all traffic movements at the intersection.

Appendix G

Step by step process of scoring each individual project.

Six key assessment criteria were developed to prioritise the issues raised in Group B areas. Each of the 6 criteria were given weighting (%) which add up to 100%. Each of these 6 criteria has own Key Performance Indicators (KPI) which totals 12 KPIs. The KPIs are assigned score between 0 and 5. The weighting of the criteria reflects the desire to achieve the intent of the Your Street, Your Say program by providing the community a voice in transport infrastructure improvements whilst still moving Darebin's transport system towards the objectives stated in the transport strategies.

Six key assessment criteria and their weightings are:

1. Feasibility (20%)
2. Strategy alignment (25%)
3. Location (10%)
4. Accessibility & Equity (5%)
5. Community feedback (20%)
6. Safety (20%)

MCA rank#1: South Crescent between Plant Street and Simpson Street – MCA ranked 1st priority project with a score 93%

Issue summary:

Difficult to cycle along South Crescent since the removal of a bike lane and reintroduction of parking. The footpath on the south side of South Crescent is unsealed, can be muddy, and lacks shading.

Recommended treatment:

Investigate installation of modal filters on South Crescent. A modal filter creates a barrier for through car traffic whilst allowing pedestrians and bike riders to pass through.

MCA analysis and scoring of the project:

Feasibility

KPI 1: Local Road or Council owned land/asset (weighting 16% of 20%) -YES, hence scored 5

KPI 2: External Stakeholders approvals required (weighting 4% of 20%) - NO, hence scored 5

Total raw Score=5+5=10

Total weighted score received = 20%

Strategy alignment

KPI 1: Issues/location aligned with Council objectives and strategies (weighting 20% of 25%) - YES, strongly aligned with strategic objectives, hence scored 5

KPI 2: Alignment with DTP's Movement and Place principles (weighting 5% of 25%) - This location and issues here relate to M&P classification 3 and above - hence scored 5

Total raw score=5+5=10

Total weighted score received = 25%

Location

KPI: Issues near school or location where vulnerable road users are expected - This is within 400 m of a school - hence scored 5

Total raw score=5

Total Weighted score received = 10%

Accessibility and Equity

KPI 1: Accessibility (weighting 2.5% of 5%) - Addressing the issue will significantly improve access for active transport - hence scored 5

KPI 2: Equity (weighting 2.5% of 5%) - Addressing the issue will significantly improve equity - hence scored 5.

Total score=5+5=10

Total weighted score received = 5%

Community feedback

KPI: Number of feedback received up-votes, the higher the number of community concerns at a location, the higher the score - more than 10 - hence scored 5

Total raw score =5

Total weighted score received = 20%

Safety

KPI 1: Evidence of safety issues/crash trend (weighting 3% of 20%) - number of crashes associated with the issue - 2 to 4 - hence scored 2/5

KPI 2: Potential severity of crash - is crash likely to result in serious injury or fatality (weighting 6% of 20%) - High risk - hence scored 5/5

KPI 3: Speed vehicle data indicate speeding (weighting 6% of 20%) - No data - hence scored 3/5

KPI 4: Placemaking (weighting 5% of 20%) – Does the issue impact on the comfort and how inviting a place is – Between minor and moderate improvements to amenity - hence scored 2/5

Total raw score=2+5+3+2=12

Total weighted score received

Formula for Total weighted score of a criteria = ((Raw score of KPI1 *weight of individual KPI 1+ Raw score of KPI2 *weight of individual KPI 2+ Raw score of KPI3 *weight of individual KPI 3 + Raw score of KPI4 *weight of individual KPI 4)/ Maximum weighted score of Safety criteria))* Safety criteria weighting

$$= ((2*3+5*6+3*6+2*5)/100)*20$$
$$=12.8\% \approx 13\%$$

Final total score weighting received by South Crescent project including all Six criteria= (20+25+10+5+20+13)% = 93% which gives this project a rank #1.

For further detail, the MCA assessment criteria is attached as Appendix D to this report.

Transport Integration Act 2010

The **Transport Integration Act 2010** (the Act) is a law enacted by the Parliament of the State of Victoria, Australia.

This is an Act to create a new framework for the provision of an integrated and sustainable transport system in Victoria, to amend the *Transport Act 1983*, the *Marine Act 1988*, the *Rail Corporations Act 1996*, the *Eastlink Project Act 2004* and certain other Acts, to repeal the *Southern and Eastern Integrated Transport Authority Act 2003* and for other purposes.

The centrepiece of the Transport Integration Act is the high-level policy framework. The key features of the policy framework are a vision for the transport system, six transport system objectives and seven decision making principles.

The decision-making principles essentially describe the process elements which must be taken into account by agencies in pursuing the objectives of the scheme and ultimately, the vision for the transport system. For example, a transport decision which has impacts across all tiers of government - local, State, and Federal - should have regard to an integrated decision-making process where due regard is had for effects across all three tiers rather than concentrating on only one or two tiers.

The 7 decision making principles in the Transport Integration Act cover the following matters-

- integrated decision making
- triple bottom line assessment
- equity
- transport system user perspective
- precautionary principle
- stakeholder engagement and community participation
- transparency.

The elements of 7 principles are described below:

Principle of integrated decision making

The principle of integrated decision-making means seeking to achieve Government policy objectives through coordination between all levels of government and government agencies and with the private sector.

Principle of triple bottom line assessment

The principle of triple bottom-line assessment means an assessment of all the economic, social and environmental costs and benefits taking into account externalities and value for money.

Principle of equity

The principle of equity means—

- (a) equity between persons irrespective of their—
 - (i) personal attributes, including age, physical ability, ethnicity, culture, gender and financial situation; or
 - (ii) location, including whether in a growth, urban, regional, rural or remote area;
- (b) equity between generations by not compromising the ability of future generations to meet their needs.

Principle of the transport system user perspective

The transport system user perspective means—

- (a) understanding the requirements of transport system users, including their information needs
- (b) enhancing the useability of the transport system and the quality of experiences of the transport system.

Precautionary principle

- (1) The precautionary principle means that if there are threats of serious or irreversible environmental damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation.
- (2) The precautionary principle includes—
 - (a) a careful evaluation to avoid serious or irreversible damage to the environment wherever practicable; and
 - (b) an assessment of the risk-weighted consequences of various options.

Principle of stakeholder engagement and community participation

The principle of stakeholder engagement and community participation means—

- (a) taking into account the interests of stakeholders, including transport system users and members of the local community
- (b) adopting appropriate processes for stakeholder engagement.

Principle of transparency

The principle of transparency means members of the public should have access to reliable and relevant information in appropriate forms to facilitate a good understanding of transport issues and the process by which decisions in relation to the transport system are made.

Appendix I - YSYS Group A - High Priority and Quick-win Project Status

High Priority Projects - Group A	Status
Miller / Devon / Bracken Intersection - Pedestrian operated signals	Construction Planned for 2023/24 FY
Newman and Comas Gr intersection - kerb realignment to shorten crossing distance	On hold
Broadhurst / Massey intersection - Intersection safety improvements	Design and approvals progressing through 2023/24
Davidson St between Amery St and Massey Ave - road safety treatments	Construction Planned for 2023/24 FY
Radford Rd between MacKenzie St and Amery Street	Construction Planned for 2023/24 FY
North Reservoir - Truck Management Plan	Construction Planned for 2023/24 FY
Radford Rd between Edwardes St and Massey Ave - Raised platforms	On hold
Cramer St between Gilbert Rd and Jessie St - raised crossing	Designed and construction on hold
McFadzean Ave - speed cushions	Completed
Botha Ave - speed cushions	On hold

Appendix J - Top 10 concerns from the community on DTP roads

Number	Location	Issue
1	Station Street between Mitchell Street and Wingrove Street	Vehicles reversing out of angled parking is dangerous for cyclists and other vehicles. Vehicles are blocking traffic while waiting to turn right into an angled parking space or are attempting to U-turn. Community submissions request convert angled spaces into parallel spaces, widen footpaths, outdoor dining space and better bicycle lanes.
2	Intersection of Station Street and Wingrove Street	Dangerous intersection for all road users, including Primary School students. Pedestrians walking along Station Street are unsure if they have the right of way when crossing Wingrove Street. Difficult for vehicles to drive along Wingrove Street, through Station Street.
3	High Street between Darebin Road and Normanby Avenue	Difficult for cyclists to ride along the street. Difficult for pedestrians to cross High Street
4	Grange Road Level Crossing	Dangerous and difficult intersection for pedestrians/cyclists to cross
5	Station Street between north of Separation Street to Mitchell Street	Difficult for pedestrians to cross the a busy street with a lack of crossings. Most want more extensive and better bicycle facilities. Pop-up bicycle lanes on Station near Mitchell Street has removed a traffic lane, right turners from Station Street into Separation Street blocks traffic.
6	Darebin Road between High Street and Wales Street	Speeding, difficulty crossing road to get to school, request for lower speed limit
7	Heidelberg Road between Coate Avenue and Fairfield road	Dangerous for cyclists, bike lane needs to be extended to Chandler Highway
8	Intersection of Railway Place and Station Street	The pedestrian crossing is dangerous and needs upgrading
9	Westgarth Street between South Crescent and Capital City Trail in Merri Creek	Dangerous to cycle on Westgarth Street due to unsafe bike lanes, parking, and buses in left turn lane on Westgarth Street east approach to High Street. Request to upgrade Koonda Lat Bridge for cyclists to avoid a 400 m detour
10	Intersection of Wales Street and Darebin Road	Dangerous intersection for drivers and pedestrians

9.10 SUBMISSION TO STATE GOVERNMENT'S CAR AND BICYCLE PARKING REQUIREMENTS DISCUSSION PAPER**Author:** Senior Strategic Planner**Reviewed By:** General Manager City Sustainability and Strategy

EXECUTIVE SUMMARY

The Department of Transport and Planning (DTP) is undertaking a review of car parking and bicycle facility requirements within the Victorian planning system and have released a Discussion Paper. Council has an opportunity to make a submission on the proposed reforms.

The proposed changes outlined in the Discussion Paper include:

- Adopting a Public Transport Accessibility Level (PTAL) approach to car parking policy.
- Consolidating land use terms into seven categories for the purpose of car parking calculation.
- Implementing updated car parking rates to align with the PTAL parking policy and utilise minimum rates in conjunction with maximum rates.
- Adopting new minimum rates and design standards for bicycle parking.

Following a review of the Discussion Paper, a draft submission has been prepared that provides support for the general direction of the suggested reforms subject to the following conditions:

- The changes are undertaken in tandem with significant State Government investment in public and active transport infrastructure.
- Council is provided the opportunity to further review and comment on proposed changes once the PTAL mapping is released.
- DTP explore enhancements to the PTAL methodology as outlined in Council's submission.
- Proposed changes do not result in an undersupply of private car parking and further exacerbate on-street car parking issues in the municipality.
- DTP explore greater integration of development contributions with car parking rates.
- DTP enhance the proposed bicycle facility standards as recommended by the submission.

Officer Recommendation**That Council:**

- (1) Adopts the submission to the Victorian Government's *Modernising car and bicycle parking requirements discussion paper* as outlined within **Attachment B**, and lodges the submission by 20 December 2023.
- (2) Authorises the Manager City Futures to make minor changes to the submission prior to lodgement.

BACKGROUND / KEY INFORMATION

The Department of Transport and Planning (DTP) is undertaking a review of car parking and bicycle facility requirements in the planning scheme.

In October 2023, DTP released *Modernising car and bicycle parking requirements: Discussion paper, October 2023* (Discussion Paper, **Attachment A**). It outlines a range of proposed reforms to modernise the approach to car parking and bicycle facility requirements in the planning scheme. Council has an opportunity to make a submission on the proposed reforms.

The Discussion Paper has been released in the context of the State Government's broader reform work that is seeking to better integrate transport and land use planning. Significant transport planning policy changes were introduced into the Victorian Planning Provisions (VPPs) in December 2021 via Amendment VC204. The changes sought to:

- Provide for more integrated land use and transport planning decision making.
- Ensure consistency of planning policy with the vision and objectives of the *Transport Integration Act 2010*.
- Place greater emphasis on sustainable transport.

A new Transport Zone (TZ) was also introduced as part of Amendment VC205 in April 2022.

The proposed reforms outlined in the Discussion Paper relate to two planning provisions: Clause 52.06 (Car Parking) and Clause 52.34 (Bicycle Facilities). The intention is to better align the provisions with the integrated land use and transport planning policies already introduced via VC204.

Clause 52.06 (Car Parking)

Clause 52.06 (Car parking) of the planning scheme is the main provision that sets out car parking requirements for land use and development. It sets minimum car parking rates for various land uses and specifies standards for car parking spaces. For instance, the provision sets a car parking rate of one space for dwellings with fewer than three bedrooms and two spaces for dwellings with three or more bedrooms. A planning permit is required to reduce or waive the car parking requirement.

Parking Overlays (PO) can also be used at the local level to vary the car parking rates of Clause 52.06. The proposed reforms are not seeking to change the PO.

The car parking rates have largely remained unchanged since the last review of Clause 52.06 was undertaken in 2008 by a Ministerial Advisory Committee (changes were introduced in 2012). Since that time, car parking rates have only been subject to minor changes. DTP's current project is therefore the most significant review of the provision since that time.

Clause 52.34 (Bicycle Facilities)

The project is also reviewing Clause 52.34 (Bicycle Facilities). That provision specifies bicycle parking requirements for a range of land uses. It also sets out limited End of Trip (EoT) facilities and bicycle space design requirements. The requirements have largely remained unchanged since their introduction in 2004.

Regional projected growth in population and car ownership

By way of context, these reforms come at a time when the Victorian Government has set ambitious housing and population targets for metropolitan Melbourne. In the Plan Melbourne 2019 addendum, the Victorian Government set the context:

Between 2016 and 2031 metropolitan Melbourne is projected to grow by around 1.6 million people – from a population of 4.7 million to a population of around 6.3 million people. By 2051 the metro Melbourne area is projected to grow to around 8.4 million people. A population increase of this magnitude would require another 1.6 million dwellings.

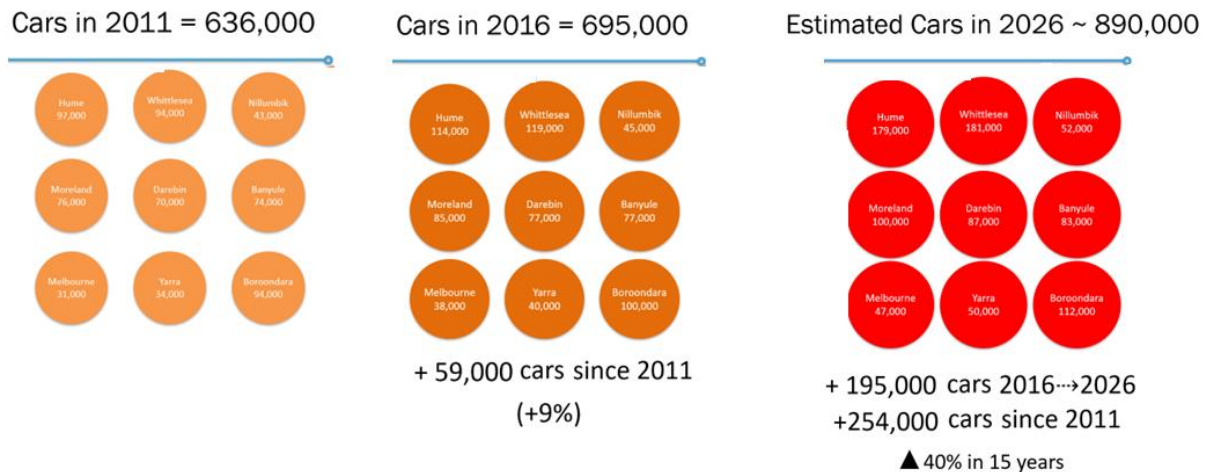
All regions of metropolitan Melbourne are expected to accommodate this growth. In the earlier Plan Melbourne iteration, the northern region was expected to accommodate 22% of population growth which using the 2019 figure would equate to 814,000 people, or 352,000 dwellings.

Darebin's current population projections estimate that the municipality will grow by an additional 65,000 people, or approximately 40% between 2021 and 2041 for a total population of 215,360. This would be an additional 27,585 households.

Car ownership is likewise projected to increase in line with population and households, with some additional 195,000 cars projected in the northern region to just the year 2026; 10,000 additional cars in Darebin alone.

As Melbourne transitions to become a megacity, car ownership and reliance on the private motor vehicles for access and movement will become increasingly unreliable, inequitable and expensive, as road congestion radically increases and parking capacity declines.

Increasing the mode shift to active and public transport are the only sustainable solutions to enable individuals, households and businesses to function in a denser megacity.



What are the Issues Identified in the Discussion Paper?

The Discussion Paper highlights the following issues with the current car parking requirements at Clause 52.06:

- They are out-of-date, do not accurately reflect demand, and not aligned to the new transport planning policies in the VPPs.
- They only superficially consider proximity to public transport.
- They are exclusively based on minimum rates which can encourage an oversupply of car parking.

It is suggested that these issues have implications for:

- Land use inefficiencies, where scarce land is used for an oversupply of car parking rather than more housing, open space, or other beneficial uses.
- Encouraging a more sustainable transport system, as car-use remains more attractive than active and public transport use.
- Housing affordability, as development costs are increased when car parking is unnecessarily included.
- The administrative burden of Responsible Authorities to process increased numbers of planning permit applications for the reduction or waiver of car parking requirements.

In relation to the bicycle parking requirements, the Discussion Paper notes that updated bicycle parking requirements are needed to encourage cycling as a viable alternative to car use. Better EoT facilities are required to encourage this shift and to reflect the growing demand from bicycle users.

What Changes are Proposed?

The Discussion Paper outlines five main reforms to the car and bicycle parking requirements.

Public Transport Accessibility Level (PTAL)

Adopt a Public Transport Accessibility Level (PTAL) aligned approach to car parking policy that refines or removes minimum car parking requirements or applies maximum car parking requirements.

PTAL is a method to calculate the geographic accessibility of public transport to a location. It works by assessing the distance to the nearest public transport stop (by walking) and factors in the frequency of services to the stop. It then results in an accessibility grading (High, medium, low, poor) for different geographical areas to help inform land use planning decisions. For instance, a location with a high PTAL will be a short walking distance to a major transport hub with frequent services. It is an established method used in other jurisdictions both within Australia (NSW) and overseas (London, India).

New Land Use Groupings

Consolidate land use terms at Clause 52.06 into seven categories based on car parking demand.

Currently, Clause 52.06 sets different car parking rates for 54 separate land use types. The proposed seven land use categories would remove outdated land use terms, group land use terms based on trip generation characteristics, and update how required car parking spaces are calculated.

Update Car Parking Rates

Implement updated car parking rates to align with the PTAL parking policy and utilise minimum rates in conjunction with maximum rates.

Different car parking rates are proposed for each land use group. The rate is calculated based on PTAL gradings, generated demand (from residents, employees, students, visitors), and the targeted proportion for each mode of transport.

The proposed car parking rates are significantly different in medium and high PTAL areas compared to the current rates at Clause 52.06. A key difference is the use of maximum car parking rates in these locations, rather than minimums for most land uses. It is proposed to predominantly retain minimum rates in low and poor PTAL areas.

Most rates are specified as a ratio of maximum visitors and employees allowed on site at any one time. For instance, in a low PTAL area, Group 5 land uses (includes Place of Assembly) require a minimum of 1 space per employee and 1 per 3 maximum visitors on site. This is similar to the current rate for a Place of Assembly, which requires 0.3 spaces to each patron permitted.

In general, it appears that most proposed rates for poor PTAL areas use a similar minimum rate to the current rates. However, as the PTAL grading increases, the rates significantly reduce or become maximums.

Bicycle Parking and End of Trip (EoT) Facilities

Adopt new minimum rates and new design standards for bicycle parking and EoT facilities. Minimum bicycle parking rates are proposed to be increased.

Generally, a higher bicycle parking rate is specified for higher PTAL gradings.

The proposed new standards for bicycle parking seek to ensure:

- Facilities are conveniently located and clearly sign posted from main entrances to provide for easy access.
- All visitor bicycle parking is located at ground level, within 30m of the main entrance, and floor-mounted.

- Long-stay parking is provided in a secure at grade location at ground level or accessible via a ramp with 50 per cent horizontal and floor-mounted.
- At least 5 per cent of bicycle parking allows users to park and lock electric bicycles and cargo bicycles.
- Parking is protected against theft, damage, and weather.

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

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

DISCUSSION

In general Council's proposed submission broadly supports DTP undertaking a review of car and bicycle parking requirements. The review is a significant opportunity to ensure requirements reflect a more sustainable approach to transport and land use planning. Many of the proposed changes are a step in the right direction.

Support for the review however is subject to the following conditions:

- That changes to car parking rates are undertaken in tandem with significant State investment in public and active transport infrastructure.
- That Council is provided with the opportunity to further review and comment on proposed changes once the PTAL mapping has been prepared and the car parking rate methodologies/calculations have been shared so that the implications for the municipality can be better understood.
- That DTP explore enhancements to the PTAL methodology as outlined in the submission.
- That the proposed changes do not result in an undersupply of private car parking and further exacerbate on-street car parking issues in the municipality.
- That DTP explore greater integration and expansion of development contributions with reductions to car parking rates.
- That DTP enhance the proposed bicycle facility standards as recommended by the submission.

Providing a submission to the Discussion Paper is important for ensuring Council's views are known and that steps are taken to help influence the outcome of the review.

Key Issues Raised in the Submission

An overview of some of the key issues raised in the submission is provided below.

State Investment in Public and Active Transport

The submission notes that many of the proposed changes in the Discussion Paper should be undertaken in tandem with a commitment from the State government to significantly increase, and establish a long-term plan for, investment in public and active transport infrastructure.

Investing in more frequent public transport services and improving reliability is vitally important for ensuring that public transport presents a real alternative to the private car.

There is concern that Victoria does not have the public transport network to sustain some of the proposals in many locations (such as zero parking rates).

Information Gaps

Most of the proposed changes are tied to the PTAL method. DTP have not mapped PTAL for Victoria yet. Due to this it is difficult to gain an appreciation of the implications for the municipality as the distribution of the four PTAL gradings and new car parking rates are hard to determine without a map.

Council's submission is hampered by this lack of information. The opportunity to provide further feedback once this mapping has been completed is requested.

PTAL Methodology

Adopting a PTAL approach to car and bicycle parking requirements is a step in the right direction. The submission raises some aspects that officers believe should be pursued by DTP to further the methodology.

The main concerns being PTAL does not factor in the destination, quality, or length of the public transport service. It is solely a measure of accessibility to the public transport network. Accessibility should rather be a measure of the ease with which a user can reach a desired destination.

On-street Car Parking Issues

The review needs to ensure that the right balance is struck so that car parking issues are not shifted into the public realm.

The submission highlights that adopting zero minimum car parking rates in some locations may see an 'undersupply' of parking given the cost savings for development. This has the potential to pass the burden onto Council to manage increased on-street parking demand. Darebin already experiences high levels of on-street parking demand near high density developments, even those close to activity centres and public transport.

Bicycle Parking and EoT Facilities

It is vitally important that the bicycle parking and EoT facilities standards in the planning scheme are updated as they are currently highly inadequate. There is a significant imbalance between the amount of car parking that needs to be provided in new development compared to the amount of bicycle parking.

The proposed changes are a step in the right direction. Recommendations have been made to strengthen the proposed changes such as increasing the proportion of ground-mounted

bike parking and the ratio for e-bike ready parking in line with Council's *Electric Vehicle Charging Policy*.

Development Contributions

Significant development cost savings are made when car parking requirements are reduced. Officers believe the opportunity to better integrate development contributions or a cash-in-lieu scheme into Clause 52.06 should be explored as part of the review.

Development contributions could be tied to parking waivers and reductions to help fund active, public transport, and shared parking. In most locations, this would be preferable than entirely removing car parking requirements.

CONSIDERATION OF LOCAL GOVERNMENT ACT (2020) PRINCIPLES

Financial Management

At this stage it is too early to understand what the financial implications of the review will be for Council. It is unclear which of the proposed reforms will be carried through and result in changes to the VPPs. Some changes may result in a reduced number of planning permit applications and hence planning fees for Council.

Community Engagement

We understand DTP are engaging with the sector on the Discussion Paper. No details have been released regarding wider community consultation. This may take place at a later stage of the project. Officers will stay across this.

Other Principles for consideration

Strategic Planning Principles

(d) strategic planning must identify and address the risks to effective implementation;

COUNCIL POLICY CONSIDERATIONS

Environmental Sustainability Considerations (including Climate Emergency)

Motorised travel is a significant contributor to greenhouse gas and other emissions that are detrimental to the climate, environment, and air quality. The review is seeking to achieve a more sustainable transport system by encouraging people to reduce their car use for day-to-day activities in favour of public and active transport.

Darebin has long supported and promoted more sustainable ways of travelling around the city. Increasing the attractiveness of these options and reducing the attractiveness of car travel is a key objective of the *Darebin Transport Strategy 2007-2027*.

These objectives need to be achieved in tandem. The submission has therefore highlighted the need to ensure State investment in public and active transport is significantly increased at the same time as amending car parking rates.

Equity, Inclusion, Wellbeing and Human Rights Considerations:

It is unclear whether the State government has applied an Equity Impact Assessment (EIA) or considered the Victorian Human Rights Charter.

Economic Development and Cultural Considerations

The State government maintains that car parking rates that better reflect actual demand can result in cheaper construction costs and, as a result, more affordable housing. The submission seeks to ensure these benefits are further explored by DTP.

Operational Impacts

Should the State government adopt the proposed changes in the Discussion Paper, planning permit application numbers may reduce.

Legal and Risk Implications

Not applicable.



IMPLEMENTATION ACTIONS

Council to adopt the submission and submit to DTP by 20 December 2023.

RELATED DOCUMENTS

Not applicable.

Attachments

- Modernising car and bicycle parking requirements - Discussion Paper 2023 (Department of Transport and Planning) (**Appendix A**) [↓](#) 
- City of Darebin Submission to Modernising Car and Bicycle Parking Requirements (November 2023) (**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.

Modernising car and bicycle parking requirements

Discussion paper October 2023



Department
of Transport
and Planning

Acknowledgment

We acknowledge and respect Victorian Traditional Owners as the original custodians of Victoria's land and waters, their unique ability to care for Country and deep spiritual connection to it. We honour Elders past and present whose knowledge and wisdom has ensured the continuation of culture and traditional practices.

We are committed to genuinely partner, and meaningfully engage, with Victoria's Traditional Owners and Aboriginal communities to support the protection of Country, the maintenance of spiritual and cultural practices and their broader aspirations in the 21st century and beyond.



© The State of Victoria Department of Transport and Planning 2023

This work is licensed under a Creative Commons Attribution 4.0 International licence. You are free to re-use the work under that licence, on the condition that you credit the State of Victoria as author. The licence does not apply to any images, photographs or branding, including the Victorian Coat of Arms, the Victorian Government logo and the Department of Transport and Planning (DTP) logo. To view a copy of this licence, visit creativecommons.org/licenses/by/4.0/

ISBN 978-0-7311-9288-5 (print)

ISBN 978-0-7311-9289-2 (pdf)

Disclaimer

This publication may be of assistance to you but the State of Victoria and its employees do not guarantee that the publication is without flaw of any kind or is wholly appropriate for your particular purposes and therefore disclaims all liability for any error, loss or other consequence which may arise from you relying on any information in this publication.

Accessibility

If you would like to receive this publication in an alternative format, please telephone the DELWP Customer Service Centre on 136 186, or email customer.planning.systems@delwp.vic.gov.au, or via the National Relay Service on 133 677, www.relayservice.com.au. This document is also available on the internet at www.planning.vic.gov.au

Contents

Modernising car parking and bicycle facilities requirements	4
Why are we proposing changes to car parking and bicycle facilities requirements?	4
What changes are we proposing?	5
Proposal 1 – Public transport accessibility level (PTAL)	6
Proposed changes	6
What is PTAL?	6
How is PTAL calculated?	6
How is the PTAL value for a location determined?	7
How is PTAL applied to car parking requirements?	7
What are the benefits of the PTAL approach?	7
What happens to the Parking Overlay?	7
Digital implementation	8
Proposal 2 - New land use groups	9
Proposed changes	9
Proposed land use groups and associated characteristics	11
Examples of proposed land use groups and associated characteristics	12
Proposal 3 – Updated car parking rates	15
Proposed changes	15
Proposed car parking rates	16
Proposal 4 – Bicycle and end of trip facilities rates	24
Proposed changes	24
Proposed bicycle and end of trip facilities rates	28
Proposal 5 – A consolidated parking and EoT facilities requirement in the VPP	35
Proposed changes	35
Have your say	37
Next steps	37

Department of Transport and Planning

Modernising car parking and bicycle facilities requirements

Parking plays an important role in broader transport and land use strategies. Parking policies can have both a direct and indirect impact on the ability to achieve transport objectives and strategies.

DTP is seeking feedback on proposed reforms to planning requirements for car parking and bicycle facilities.

Why are we proposing changes to car parking and bicycle parking and facilities requirements?

Numerous changes have occurred in the way we work, shop and travel. A review of car and bicycle parking rates and bicycle facilities requirements will enable an update to the relevant planning provisions in line with current government policies for an integrated transport system, 20-minute neighbourhoods and the move towards net zero carbon emissions.

Clause 52.06 (Car parking) of the VPP sets out the standard rates and design requirements for car parking facilities. A planning permit is required to reduce or waive car parking requirements specified in Clause 52.06 or in a Parking Overlay.

An analysis of planning permit applications received between 1 July 2021 and 30 June 2022 showed that 862 new or amended planning permits were issued to waive or reduce car parking requirements. The average number of days for deciding on one of these applications was 121 days.

The current car parking requirements also result in the need to allocate land for car parking in areas where it may not be required, leading to inefficient use of limited available land which could be better utilised for housing, employment or open space.

Including a car parking space in a residential development can add up to \$50,000 to the cost of an apartment¹. Minimum car parking requirements can encourage an oversupply of car parking, which results in increased traffic, noise and emissions and a poorer quality urban environment.

Electric vehicle charging requirements are proposed to be implemented through the [National Construction Code 2022](#).

¹ P. Hatch, 'Kids but no car: Meet one of the rarest families in Melbourne', *The Age*, January 4, 2023, National Infrastructure Victoria, 'Our home choices, How more housing options can make better use of Victoria's infrastructure, March 2023



Clause 52.34 (Bicycle facilities) of the VPP sets out the standard rates and design requirements for bicycle parking facilities.

The use of bicycles as a mode of urban transport has increased in popularity. More bicycle parking, lockers, showers and change rooms are needed to encourage cycling as a viable alternative to car use and keep up with growing demand from bicycle users.

There are number of benefits for updating the bicycle parking rates and end-of-trip (EoT) facilities requirements. Cycling makes people physically active which in turn improves wellbeing, mental health and reduces risk of chronic disease. It also helps reduce greenhouse gas emissions as well as noise and pollution associated with cars.

Bicycle riding also reduces the need for surfaces to be paved for cars, thereby providing opportunities for less concrete and planting more canopy trees, which can improve the quality of the urban environment.

What changes are we proposing?

- **Public transport accessibility level (PTAL)** – Adopt a new PTAL-aligned car parking policy to remove or refine minimum car parking rates and apply maximum car parking rates.
- **New land use groups** – Remove outdated land use terms in Clause 52.06 and consolidate land use terms into seven categories based on car parking demand.
- **Updated car parking rates** – Implement updated car parking rates to align with public transport accessibility and the proposed PTAL parking policy.
- **Bicycle parking and end of trip (EoT) facilities** – Adopt new minimum rates and new design standards for bicycle parking and EoT facilities.
- **A consolidated parking and EoT facilities requirement in the VPP**

Department of Transport and Planning

Proposal 1 – Public transport accessibility level (PTAL)

Proposed changes

- Adopt a new, PTAL-aligned car parking policy position to remove or refine minimum car parking rates and apply maximum car parking rates.
- Develop PTAL mapping for all parking requirements.
- Digitally integrate parking rates with VicPlan.

What is PTAL?

PTAL is a measure of connectivity by public transport. The PTAL of a location is a representation of how well it is connected to public transport services (trains, trams and buses). It does not include trips by car.

A location will have a higher PTAL if:

- It is a short walking distance to the nearest station or stop.
- The wait time for nearby public transport services is short.
- More services pass at the nearest stations or stops.
- There are major transport hubs nearby.

A location will have a lower PTAL if:

- The nearest public transport services are beyond a reasonable walking distance.
- The nearest public transport services are infrequent.
- Few services pass at the nearest stations or stops.
- There are no major transport hubs nearby.

PTAL has been used overseas, including in London and Manchester in the United Kingdom, and in Ahmedabad and Surat in India, to inform car parking requirements and a range of other transport, development and planning policies.

How is PTAL calculated?

To calculate the PTAL value of a location, four sets of data could be used to determine the destinations that are accessible within a 60-minute public transport journey of that location:

1. A grid of locations over a specified area (e.g. Victoria, with the Melbourne GPO at the centre of the first grid square).
2. The location of all public transport stations and stops.
3. Walk networks (including all streets and paths) to calculate the walk time to the public transport network.
4. All public transport routes and their service frequency.

The PTAL value of each location is then converted to an index so it can be mapped. The index is proposed to have PTAL categories of high, medium, low and poor. This methodology is subject to data availability.

Chapter 2 of [Assessing transport connectivity in London](#) explains how to undertake the full calculation and understand the output.



How is the PTAL value for a location determined?

The PTAL value will fall within one of four categories; high, medium, low and poor. Some examples of areas in Victoria that could fall within each value are specified below.

High PTAL

- Areas within or adjacent to the Melbourne central city, and some major suburban and some regional centres.
- Very good/excellent access to multiple modes of public transport via multiple transport nodes.

Medium PTAL

- Areas peripheral to the central city or along key public transport corridors, or some major suburban and regional centres.
- Good access to multiple modes of public transport that connect to the central city or other urban centres.

Low PTAL

- Suburban areas with some proximity to public transport services and some regional centres.
- Access to some public transport with linear connections and limited transport modes.

Poor PTAL

- Suburban areas remote from public transport and some rural/regional areas.
- Limited or no public transport provision.

How is PTAL applied to car parking requirements?

A PTAL-aligned approach would result in the removal or refinement of existing minimum parking rates, while introducing a maximum car parking rate for some contexts, based upon the PTAL value of the area.

Under the proposed PTAL-aligned approach:

- **Minimum** car parking space rates would continue to apply if the PTAL is poor.
- **Maximum** car parking space rates would apply if the PTAL is high but there would be no minimum rate.
- **Both minimum and maximum** car parking space rates may apply if the PTAL is low or medium.

What are the benefits of the PTAL approach?

There are several benefits:

- **Reducing the number of planning permits to reduce or waive car parking**

A shift from minimum to maximum parking requirements in some areas would reduce the administrative burden on councils and applicants. A permit would only be required if a proposal seeks to exceed the maximum car parking rate in high and medium PTAL areas, rather than the current situation where a permit is required to reduce the standard number of car parking spaces.

- **No need to apply a Parking Overlay to vary the rates**

The Parking Overlay is the current tool to manage and enable local variations to the car parking requirements set out in Clause 52.06 for a given precinct or area. Councils are required to do a lot of strategic work to justify an overlay, and undertake a planning scheme amendment to implement the overlay which can be time consuming and costly.

- **PTAL is more sophisticated than the current default distance from the Principal Public Transport Network (PPTN)**

The PPTN is a tool for users to define areas 'well-served by public transport'. Unlike the PTAL methodology, the PPTN does not account for capacity, frequency and quality of transport.

- **Better use of land**

Using PTAL would provide an opportunity to better utilise urban land instead of providing car parking spaces.

- **Supports changing lifestyle and general behaviour**

Fewer car parking spaces in high PTAL areas may help to shift the community from being car dependent to being able to use alternative modes of transport if they choose.

What happens to the Parking Overlay?

The Parking Overlay in the VPP would remain unchanged to provide flexibility for local areas and specific strategic planning outcomes if needed by councils.

The Parking Overlay may continue to be required to reduce or increase parking requirements, or in areas where discrete factors exist outside of the PTAL calculations, which may allow a reduction of parking requirements such as where new public transport services or infrastructure is imminent.

Department of Transport and Planning

Digital implementation

The PTAL and corresponding parking requirement for different land uses could be directly integrated into VicPlan (the state-wide digital mapping tool), made accessible through a GIS mapping layer, and appear on planning property reports.

This would provide direct and accurate parking requirement information for parties interested in the development of a parcel of land.

It would also help to improve transparency in decision-making for state and local governments by making all car parking rates available on an accessible online platform.

This tool could also potentially be used to calculate rates on a property-by-property basis, depending on local conditions.

Tell us more

- Do you think PTAL is an appropriate way to apply car parking requirements?
- What do you think about the methodology used to define the suggested PTAL for Melbourne?
- Do you agree with removing minimum car parking rates in areas with a medium or high PTAL?
- What do you think about implementing a PTAL-aligned approach in regional Victoria?
- Do you agree that the Parking Overlay should remain in the planning scheme?
- What do you think about digital implementation of recommended rates through VicPlan?



Proposal 2 - New land use groups

Proposed changes

- Update land use terms for car parking by removing outdated terms and grouping land uses together based on parking demand.

Land uses currently contained in Clause 52.06-5 are proposed to be removed and replaced with an improved list of land use groups and car parking rates. This approach will allow for more streamlined consideration of applications when assessing land use changes that might not alter the likely trip generation levels. A trip is defined in transport modelling as a single journey made by an individual between two points by a specified mode of travel and for a defined purpose. Trip generation is the process of estimating the amount of traffic a proposed development will have once it is built and the land use is operating.

It is proposed to:

- remove outdated land use terms
- introduce new land use terms
- group land use terms based on trip generation characteristics
- update how required car parking spaces are calculated.

Land use categories

Seven typologies of land use that are based on the assessment of trip generation characteristics have been created, derived from how they generate visitor, student, resident and employee parking demand, as well as accessibility to public transport.

The seven land use groups and examples of land use term for those categories are shown in Table 1 and Figure 1.

Adopting minimum and maximum car parking rates

The table of proposed car parking rates has been developed to determine car parking requirements for various PTAL areas (see tables 3 to 9 'Proposed car parking rates'). These rates set out minimum and/or maximum car parking requirements.

For some PTAL categories, only maximum car parking rates apply and there are no minimum car parking requirements. The proposed removal and revision of minimum rates and inclusion of new maximum rates represents a new approach and the rationale for each proposed car parking rate is provided in tables 3 to 9.

The proposed rates provide the choice for people to reduce their use of cars and increase their use of alternative forms of transport.

Where public transport accessibility is higher, the proposed parking rates require fewer car parking spaces, more bicycle parking and more EoT facilities than is required under the existing rates.

It is expected that the new rates and land use groups will result in an overall reduction in applications for permits to reduce or waive existing car parking requirements.

Department of Transport and Planning

Benefits

There are a number of benefits to the proposed car parking rates and land use terms and groups:

- **Fit for purpose rates better aligned with land use characteristics**

This will reduce unused car parking spaces, reduce an oversupply of parking spaces, and provide the appropriate number of spaces for particular uses and locations.

- **Fewer applications for planning permits to reduce car parking rates**

Making an application for a car parking waiver or reduction is costly and time consuming. A reduced car parking requirement is appropriate in locations well serviced by public transport.

- **Less need to prepare a Parking Overlay to vary rates**

Introducing the PTAL methodology will result in fewer planning scheme amendments to implement a Parking Overlay, which can be time consuming and costly to councils and proponents.

- **Ensuring efficient use of land in locations well serviced by public transport**

Maximum car parking rates will allow land to be better utilised for other purposes, providing other benefits. It will also reduce the overall costs of new developments and will mean that those who choose not to own a car may not have to pay for parking to be constructed in a new development.

- **Drive behavioural change to other transport options**

Limiting car parking spaces in locations that are well serviced by public transport will provide people with more choice to reduce their use of a car and increase their use of alternative forms of transport. This will decrease dependency on car ownership, reducing costs for households and providing many other benefits for the economy, society and environment.



Proposed land use groups and associated characteristics

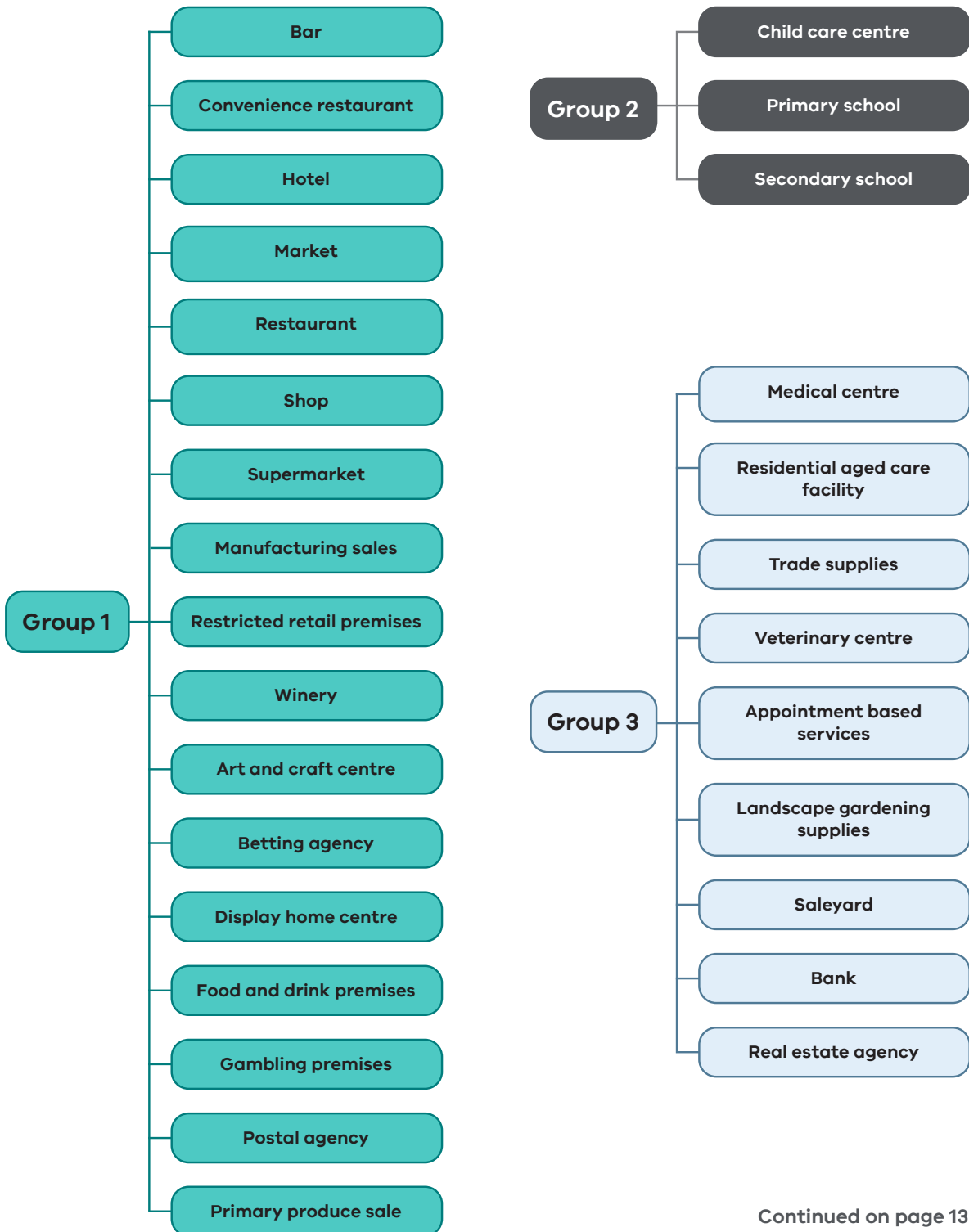
Table 1: Proposed land use groups and associated characteristics

Land Use Group	Characteristics	Example of proposed land use groupings
Group 1	<ul style="list-style-type: none"> High short/long-term visitor demand and medium employee demand High reduction in car parking demand as public transport access increases 	<ul style="list-style-type: none"> Bar Convenience restaurant Hotel Market Restaurant Shop Supermarket
Group 2	<ul style="list-style-type: none"> High short-term visitor demand and medium employee demand Limited reduction in car parking demand as public transport access increases, highly affected by peak hour 	<ul style="list-style-type: none"> Childcare Primary School Secondary School
Group 3	<ul style="list-style-type: none"> Moderate short-term visitor demand and medium employee demand Limited reduction in car parking demand as public transport access increases 	<ul style="list-style-type: none"> Medical centre Residential aged care facility Trade supplies Veterinary centre Appointment based services
Group 4	<ul style="list-style-type: none"> High residential demand and low visitor demand Moderate reduction in car parking demand for dwellings as public transport access increases 	<ul style="list-style-type: none"> Dwelling Residential hotel
Group 5	<ul style="list-style-type: none"> High long-term visitor demand Limited reduction in car parking demand as public transport access increases 	<ul style="list-style-type: none"> Cinema based entertainment facility Funeral parlour Place of assembly Restricted recreation facility Swimming pool
Group 6	<ul style="list-style-type: none"> High employee demand, low visitor demand High reduction in car parking demand as public transport access increases 	<ul style="list-style-type: none"> Industry Office Research and development centre Warehouse
Group 7	<ul style="list-style-type: none"> High short-term visitor demand, medium employee demand High reduction in car parking demand as public transport access increases 	<ul style="list-style-type: none"> Education centre (other)

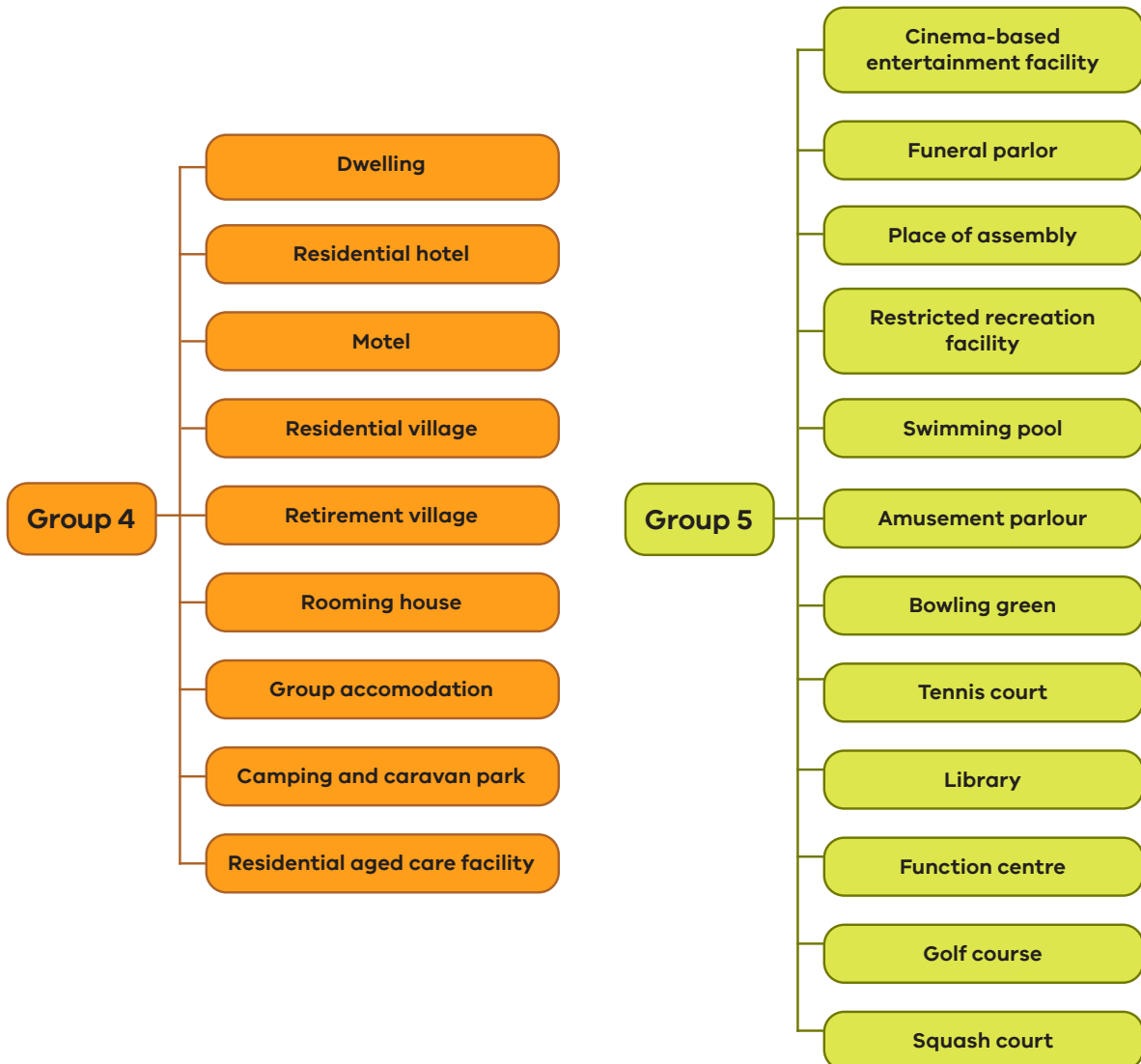
Department of Transport and Planning

Examples of proposed land use groups and associated characteristics

Figure 1: Examples of proposed land use groups and associated characteristics

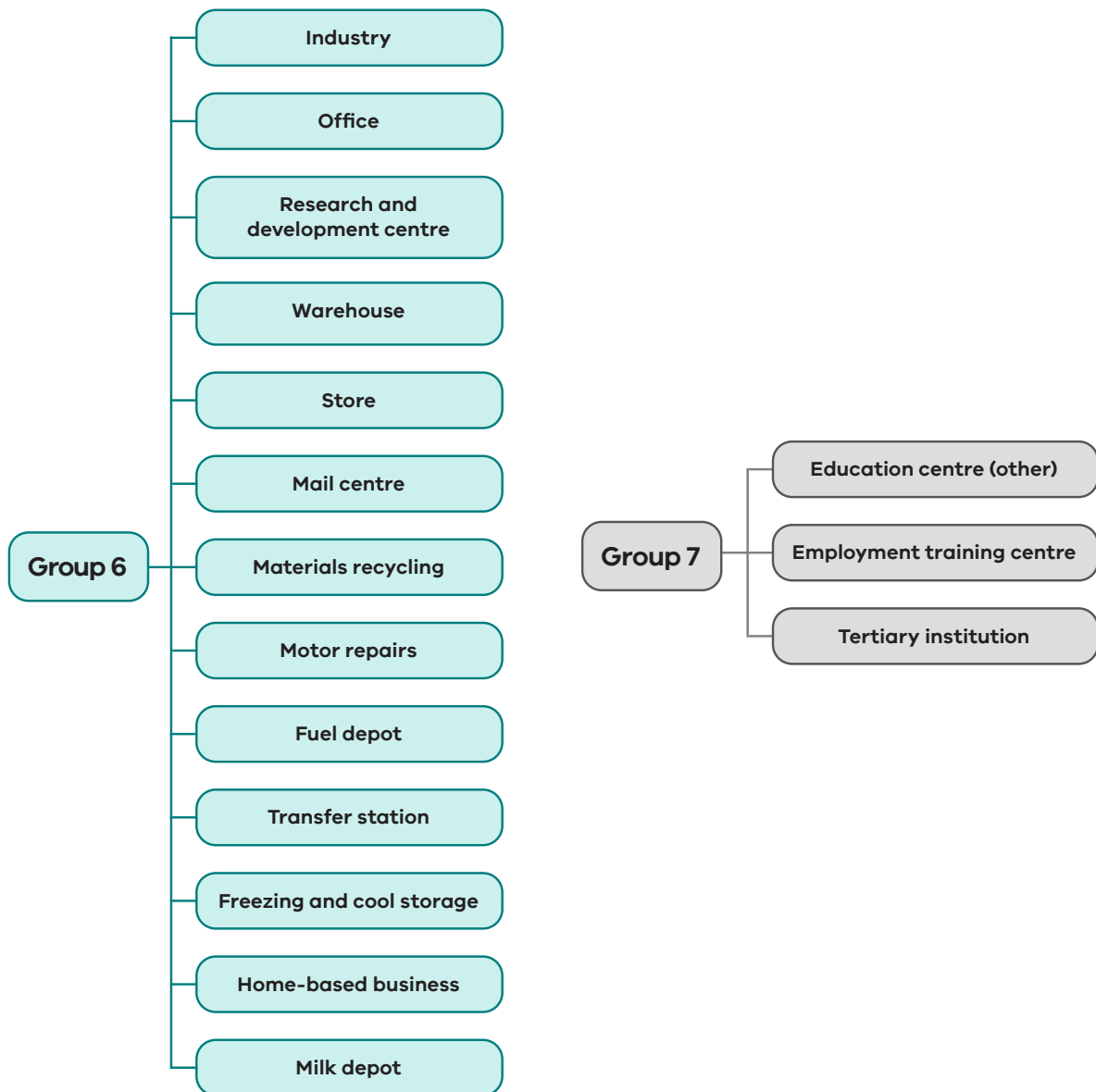


Continued on page 13



Continued on page 14

Department of Transport and Planning



Proposal 3 – Updated car parking rates

Proposed changes

- Implement car parking rates aligned with public transport accessibility level (PTAL).

Calculating the new car parking rates

New car parking rates are required to increase the proportion of active and public transport trips and lower the share of car trips. The rates were determined using the demand from employees, students, visitors and residents, the location of the site where the land use is proposed in relation to the relevant PTAL and the targeted proportion of trips by each transport mode.

Some of the car parking rates are required to be calculated from a maximum number of visitors for that land use. The maximum number of visitors have been calculated by using the demand generated by the car parking rates for those land uses from Clause 52.06. Table 2 below contains the specified maximum number of visitors for land uses in groups 1 and 5, where this is required to be calculated.

Table 2: Maximum number of visitors

Land use	Maximum number of visitors (/100m2)
Bar	7
Convenience restaurant	7
Hotel	7
Market	7
Restaurant	7
Shop	7
Supermarket	5
Manufacturing premises	7
Restricted retail premises	2
Swimming pool	5
Amusement parlour	9

The proposed rates (specified as a ratio), along with a rationale (specified as a percentage) for each proposed rate, is set out in tables 3 to 9. The 'max on site' refers to the maximum number employees/visitors on site at any one time.

Department of Transport and Planning

Proposed car parking rates**Table 3: Group 1 Car parking rates**

PTAL level	Minimum/Maximum	Hotel, market, shop, supermarket, convenience restaurant, bar and restaurant
Poor	Minimum car	1 per 2 maximum visitors, and 1 per employee (max on site) Provides car parking for all employees. Assumes an average of 2 visitors per car accommodating for 100% car mode share
	Maximum car	N/A No maximums have been provided in Poor PTAL areas.
Low	Minimum car	1 per 2 employees (max on site) and 1 per 4 maximum visitors. Provides car parking for 50% of employees. Assumes 50% of employees travel by modes other than personal car transport. Assumes 25% of visitors will drive, with the remainder being passengers or using other modes of transport.
	Maximum car	1 per employee (max on site) and 1 per 2 maximum visitors Allows developers to provide up to one car park per employee. Allows for up to 50% of visitors to drive, with the remainder being passengers or using other modes of transport.
Medium	Minimum car	N/A Minimums have usually not been provided in Medium PTAL areas.
	Maximum car	1 per 2 employees (max on site) and 1 per 3 maximum visitors Prevents the oversupply of car parking in areas with multiple public transport options by providing a maximum of 50% of employees and a third of visitors.
High	Minimum car	N/A Car parking minimums have not been provided in High PTAL areas.
	Maximum car	1 per 4 employees (max on site) and 1 per 5 visitors Prevents the oversupply of car parking in areas with multiple public transport options by provided for a maximum of 25% of employees and 20% of visitors.

Table 4: Group 2 Car parking rates

PTAL level	Minimum/Maximum	Childcare centre	Primary school and secondary school
Poor	Minimum car	1 per employee (max on site) Provides car parking for all employees	1 per employee (max on site) Provides car parking for all employees
	Maximum car	N/A No maximums have been provided in Poor PTAL areas.	N/A No maximums have been provided in Poor PTAL areas.
Low	Minimum car	1 per 2 employees (max on site) Provides car parking for 50% of employees. Assumes 50% of employees travel by modes other than personal car transport.	1 per 2 employees (max on site) Provides car parking for 50% of employees. Assumes 50% of employees travel by modes other than personal car transport.
	Maximum car	1 per employee (max on site) Allows developers to provide up to one car park per employee.	1 per employee (max on site) Allows developers to provide up to one car park per employee.
Medium	Minimum car	1 per 4 employees (max on site) It is expected that in Medium PTAL areas a parking provision for 25% of employees is necessary for education centres with children for safety and access reasons.	1 per 4 employees (max on site) It is expected that in Medium PTAL areas a parking provision for 25% of employees is necessary for education centres with children for safety and access reasons.
	Maximum car	1 per employee (max on site) Education facilities in medium PTAL areas should retain the option to provide parking for employees.	1 per employee (max on site) Education facilities in medium PTAL areas should retain the option to provide parking for employees.
High	Minimum car	N/A Car parking minimums have not been provided in High PTAL areas.	N/A Car parking minimums have not been provided in High PTAL areas.
	Maximum car	1 per 2 employees (max on site) Education facilities may choose to provide car parking for up to 50% of employees for safety and accessibility reasons.	1 per 2 employees (max on site) Education facilities may choose to provide car parking for up to 50% of employees though parking remains limited to 25% of visitors with the remainder expected to use alternative modes of transport

Department of Transport and Planning

Table 5: Group 3 Car parking rates

PTAL level	Minimum/Maximum	Trade supplies	Medical centre and veterinary centre	Appointment based services	Residential aged care facility
Poor	Minimum car	1 per employee (max on site), and 1 per 1 maximum visitors Provides car parking for all employees. Assumes an average of 1 visitor per car due to the nature of the land use.	1 per employee (max on site), and 2 per appointment room Provides car parking for all employees. Assumes one client in an appointment and one client waiting for each appointment room accommodating for 100% car mode share.	1 per employee (max on site), and 2 per appointment room Provides car parking for all employees. Assumes one client in an appointment and one client waiting for each appointment room accommodating for 100% car mode share.	1 per employee (max on site), and 1 visitor park per 5 dwellings Provides car parking for all employees. Accommodates for 1 visitor per 5 residents at any one time.
	Maximum car	N/A No maximums have been provided in Poor PTAL areas.	N/A No maximums have been provided in Poor PTAL areas.	N/A No maximums have been provided in Poor PTAL areas.	N/A No maximums have been provided in Poor PTAL areas.
Low	Minimum car	1 per 2 employees (max on site) 1 per 2 maximum visitors Provides car parking for 50% of employees. Assumes 50% of employees travel by modes other than personal car transport. Assumes 50% of visitors will drive, with the remainder being passengers or using other modes of transport.	1 per employee (max on site), and 1 per appointment room Provides car parking for all employees. Assumes one client in an appointment and one client waiting for each appointment room accommodating for 50% car mode share with the remainder using other modes of transport.	1 per employee (max on site), and 1 per appointment room Provides car parking for all employees. Assumes one client in an appointment and one client waiting for each appointment room accommodating for 50% car mode share with the remainder using other modes of transport.	1 per 2 employees (max on site), and 1 visitor park per 8 dwellings Provides car parking for 50% of employees. Car parking accommodates for 1 visitor per 8 residents at any one time. Remaining employees and visitors will be accommodated by other modes of transport.
	Maximum car	1 per employee (max on site), and 1 per 1 maximum visitors Allows developers to provide up to one car park per employee one car park per visitor.	1 per employee (max on site), and 2 per appointment room Allows developers to provide car parking for all employees. Assumes one client in an appointment and one client waiting for each appointment with 100% car mode share.	1 per employee (max on site), and 2 per appointment room Allows developers to provide car parking for all employees. Assumes one client in an appointment and one client waiting for each appointment with 100% car mode share.	1 per employee (max on site), and 1 visitor park per 5 dwellings. Allows developers to provide car parking for all employees. Car parking accommodates for 1 visitor per 5 residents at any one time. Remaining visitors will be accommodated by other modes of transport.

Continued on page 19

PTAL level	Minimum/Maximum	Trade supplies	Medical centre and veterinary centre	Appointment based services	Residential aged care facility
Medium	Minimum car	1 per 2 employees (max on site), and 1 per 10 maximum visitors Due to the nature of the service provided at this land use, it is expected that some employees and visitors will require car parks for access, safety and mobility issues.	1 per 4 employees (max on site), and 1 per 2 appointment rooms Due to the nature of the service provided at this land use, it is expected that some employees and visitors will require car parks for access, safety and mobility issues.	1 per 2 employees (max on site), and 1 per 2 appointment rooms Due to the nature of the service provided at this land use, it is expected that some employees and visitors will require car parks for access, safety and mobility issues.	1 per 4 employees (max on site), and 1 visitor park per 10 dwellings Due to the nature of the service provided at this land use, it is expected that some employees and visitors will require car parks for access, safety and mobility issues.
	Maximum car	1 per employees (max on site), and 1 per 4 maximum visitors Trade supplies stores in Medium PTAL areas should retain the option to provide parking for employees, though parking remains limited to 25% of visitors with the remainder expected to use alternative modes of transport.	1 per employee (max on site), and 1 per appointment room Medical Centres and Veterinary centres in Medium PTAL areas should retain the option to provide parking for employees, though parking remains limited to 50% of visitors with the remainder expected to use alternative modes of transport.	1 per employee (max on site), and 1 per appointment room Appointment-based services in Medium PTAL areas should retain the option to provide parking for employees, though parking remains limited to 50% of visitors with the remainder expected to use alternative modes of transport.	1 per 2 employees (max on site), and 1 visitor park per 5 dwellings. Aged care services in Medium PTAL areas should retain the option to provide parking for 50% of employees and for 1 visitor per 5 dwellings, recognising the accessibility needs of aged care services
High	Minimum car	N/A Car parking minimums have not been provided in High PTAL areas.	N/A Car parking minimums have not been provided in High PTAL areas.	N/A Car parking minimums have not been provided in High PTAL areas.	N/A Car parking minimums have not been provided in High PTAL areas.
	Maximum car	1 per 2 employees (max on site), and 1 per 4 maximum visitors Trade supplies stores in High PTAL areas should retain the option to provide parking for 50% of employees, though parking remains limited to 25% of visitors with the remainder expected to use alternative modes of transport.	1 per 2 employees (max on site), and 1 per appointment room Medical Centres and Veterinary centres in High PTAL areas should retain the option to provide parking for 50% of employees, though parking remains limited to 50% of visitors with the remainder expected to use alternative modes of transport.	1 per 2 employees (max on site), and 1 per appointment room Appointment-based services in High PTAL areas should retain the option to provide parking for 50% employees, though parking remains limited to 50% of visitors with the remainder expected to use alternative modes of transport.	1 per 4 employees (max on site), and 1 visitor park per 5 dwellings Aged care services in High PTAL areas should retain the option to provide parking for 25% of employees and for 1 visitor per 5 dwellings, recognising the accessibility needs of aged care services

Department of Transport and Planning

Table 6: Group 4 Car parking rates

PTAL level	Minimum/Maximum	Residential hotel	Dwelling
Poor	Minimum car	1 per dwelling, and 1 per employee (max on site) Provides 1 car park per guest group, while providing car parking for 100% of employees.	1 per 1 bedroom dwelling, and 1 per 2+ bedroom dwelling, and 1 visitor space per 5 dwellings. Provides a minimum of 1 car park per dwelling, while providing appropriate off-street parking for short term and overnight visitors in developments of 5 or more dwellings.
	Maximum car	N/A No maximums have been provided in Poor PTAL areas.	N/A No maximums have been provided in Poor PTAL areas.
Low	Minimum car	1 per dwelling, and 1 per 2 employees (max on site) Provides 1 car park per guest group, while providing car parking for 50% of employees.	0.5 per 1 bedroom dwelling 1 per 2+ bedroom dwelling, and 1 visitor space per 10 dwellings. Allows for up to 50% of one bedroom dwellings to provide zero car parks with the remaining dwellings providing at least one park, while providing appropriate off-street parking for short term and overnight visitors to developments of 10 or more dwellings.
	Maximum car	1 per dwelling, and 1 per employee (max on site) Provides 1 car park per guest group and allows developers to continue to provide parking for all employees in Low PTAL areas.	1.5 per 1 bedroom dwelling, and 3 per 2+ bedroom dwelling, and 1 visitor space per 5 dwellings. Provides very light-touch limits on off-street residential car ownership in Low PTAL areas. Limits visitor spaces of 1 per 5 dwellings to encourage alternative modes of transport.
Medium	Minimum car	N/A Minimums have usually not been provided in Medium PTAL areas.	N/A Minimums have usually not been provided in Medium PTAL areas.
	Maximum car	1 per 2 dwellings, and 1 per 2 employees (max on site) Provides a maximum of 1 car park per two dwellings assuming 50% of guests will not require cars, and limits employee parking to 50%.	1 per 1 bedroom dwelling 2 per 2+ bedroom dwelling 1 visitor space per 10 dwellings. Provides light-touch limits on off-street residential car ownership in Medium PTAL areas. Limits visitor spaces to a maximum of 1 per 10 dwellings to encourage alternative modes of transport.
High	Minimum car	N/A Car parking minimums have not been provided in High PTAL areas.	N/A Car parking minimums have not been provided in High PTAL areas.
	Maximum car	1 per 5 dwellings, and 1 per 5 employees (max on site) Provides a maximum of 1 car park per 5 dwellings assuming 80% of guests will not require cars, and limits employee parking to 20%.	1 per 1 bedroom dwelling, and 2 per 2+ bedroom dwelling, and 1 visitor space per 10 dwellings. Provides light-touch limits on off-street residential car ownership in High PTAL areas. Limits visitor spaces to a maximum of 1 per 10 dwellings to encourage alternative modes of transport.

Table 7: Group 5 Car parking rates

PTAL level	Minimum/Maximum	Swimming pool/Gym, Cinema based entertainment facility, Place of assembly (other) and Restricted recreation facility
Poor	Minimum car	1 per employee (max on site), and 1 per 3 maximum visitors Provides car parking for all employees. Assumes three visitors per car due to high propensity for children, families and elderly to attend.
	Maximum car	N/A No maximums have been provided in Poor PTAL areas.
Low	Minimum car	1 per 2 employees (max on site), and 1 per 4 maximum visitors Provides car parking for 50% of employees. Assumes 25% of visitors require car parks due to high propensity for children, families and elderly to attend.
	Maximum car	1 per employee (max on site), and 1 per 2 maximum visitors Allows developers to provide car parking for all employees. Allows for up to 50% of visitors to drive, with the remainder being passengers or using other modes of transport.
Medium	Minimum car	N/A Minimums have usually not been provided in Medium PTAL areas.
	Maximum car	1 per 2 employees (max on site), and 1 per 3 maximum visitors Prohibits the oversupply of car parking in areas with multiple public transport options by providing for a maximum of 50% of employees and a third of visitors.
High	Minimum car	N/A Car parking minimums have not been provided in High PTAL areas.
	Maximum car	1 per 4 employees (max on site), and 1 per 5 visitors Prohibits the oversupply of car parking in areas with multiple public transport options by providing for a maximum of 25% of employees and 20% of visitors.

Department of Transport and Planning

Table 8: Group 6 Car parking rates

PTAL level	Minimum/Maximum	Warehouses (other), Office (other), Industry (other) and Research and development centre
Poor	Minimum car	1 per employee (max on site) Provides car parking for all employees.
	Maximum car	N/A No maximums have been provided in Poor PTAL areas.
Low	Minimum car	1 per 8 employees (max on site) Provides car parking for 12.5% of employees. Assumes remaining employees are capable of using other parking options, public transport and active transport.
	Maximum car	1 per employee (max on site) Allows developers to provide car parking to all employees.
Medium	Minimum car	N/A Minimums have usually not been provided in Medium PTAL areas.
	Maximum car	1 per 4 employees Prohibits the oversupply of car parking in areas with multiple public transport options by providing for a maximum of 25% of employees as this is a regular place of work where active and public transport should be encouraged.
High	Minimum car	N/A Car parking minimums have not been provided in High PTAL areas.
	Maximum car	1 per 8 employees Prohibits the oversupply of car parking in areas with multiple public transport options by providing for a maximum of 12.5% of employees as this is a regular place of work where active and public transport should be encouraged.

Table 9: Group 7 Car parking rates

PTAL level	Minimum/Maximum	Education centre (other)
Poor	Minimum car	1 per employee (max on site), and 1 per student (max on campus) Provides car parking for all employees and students.
	Maximum car	N/A No maximums have been provided in Poor PTAL areas.
Low	Minimum car	1 per 8 employees (max on site), and 1 per 8 students (max on campus) Provides car parking for 12.5% of employees and students. Assumes remaining employees and students are capable of using other parking options, public transport and active transport.
	Maximum car	1 per employee (max on site), and 1 per student (max on campus) Allows developers to provide car parking to all employees and students.
Medium	Minimum car	N/A Minimums have usually not been provided in Medium PTAL areas.
	Maximum car	1 per 4 employees (max on site), and 1 per 4 students (max on campus) Prohibits the oversupply of car parking in areas with multiple public transport options by providing for a maximum of 25% of employees and students as this is a regular place of work and education where active and public transport should be encouraged.
High	Minimum car	N/A Car parking minimums have not been provided in High PTAL areas.
	Maximum car	1 per 8 employees (max on site), and 1 per 8 students (max on campus) Prohibits the oversupply of car parking in areas with multiple public transport options by providing for a maximum of 12.5% of employees and students as this is a regular place of work and education where active and public transport should be encouraged.



Proposal 4 - Bicycle parking and end of trip facilities

Proposed changes

- Increase minimum rates for bicycle parking and EoT facilities.
- Introduce new design standards for bicycle parking and EoT facilities.

Cycling has become more popular over the past two decades. More than one million Victorians ride a bike each week and four in 10 Victorians say they would be interested in cycling more often to local services if the infrastructure was in place and the cycling experience was more desirable and appealing.

Increasing the minimum bicycle parking rate and adopting new design standards for bicycle parking and EoT facilities is necessary to increase the uptake of cycling as an active and sustainable mode of transport. Changes to bicycle parking and EoT facilities will also help to achieve the strategic goals of 20-minute neighbourhoods and net zero greenhouse gas emissions by 2050.

New bicycle parking rates and EoT facilities requirements

It is proposed to increase minimum rates for bicycle parking and adopt new design standards for EoT facilities based on the proposed land use and aligned with each PTAL.

The proposed rates (specified as a ratio), along with a rationale (specified as a percentage) for each proposed rate, is set out in tables 10 to 16. All bicycle parking spaces are required to be provided as secure bicycle parking spaces. The basis for the proposed bicycle parking and EoT facilities rates is a continuation of the existing minimum rates approach. The new bicycle parking rates are based on the land use and the PTAL.

The proposed rates draw upon baseline bicycle mode shares for different urban contexts set out by Austroads in Research Report AP-R528-16 Bicycle Parking Facilities: Updating the Austroads Guide to Traffic Management (2016) (AP-R528).

The proposed bicycle parking rates generally reflect the rates in AP-R528 revised to match the comparable PTAL, as this is the framework that has been adopted for the proposed car parking rates to create consistency for how the planning scheme could apply the car and bicycle parking requirements. Some adjustments have been made to reflect specific land uses within a PTAL column. The proposed EoT facilities rates reflect an increase to those in AP-R528.

The location-based targets of bicycle parking set out in AP-R528 are:

- Central City/Metropolitan Activity Centres – 30 per cent bicycle mode split target reflecting the high propensity for these urban environments to attract bicycle use, as they are major trip attractors and employment generators.
- Major Activity Centres – 20 per cent bicycle mode split target reflecting the moderate propensity for these urban environments to attract bicycle use, especially for local and short trips.
- Other urban areas – 10 per cent bicycle mode split target reflecting a reasonable starting point for general urban environments.

The EoT facilities rates recommended in AP-R528 are:

- One shower for the first five bicycle spaces or part thereof, plus an additional shower for each 10 bicycle parking spaces thereafter.
- One change room or direct access to a communal change room per shower.
- The proposed EoT facilities rates are set out in table 17.



Department of Transport and Planning

Proposed new design standards for bicycle parking

New design standards for bicycle parking will be implemented in the VPP:

- **Bicycle parking to be conveniently located to allow quick, easy access to and from destinations, bicycle routes and complementary facilities**

Conveniently located and clearly signed bicycle parking, particularly in areas with good existing active transport infrastructure, are required to enable and promote a higher cycling mode share.

- **Visitor bicycle parking to be at ground level, either inside buildings or on site, within 30 metres of the main entrance and clearly signed**

Visitor bicycle parking spaces that serve the building and site visitors by being accessible at-grade inside the building, within the site, or within 30 metres of the main entrance, are required to promote cycling as a mode of transport.

The inclusion of visitor bicycle parking located within 30 metres of the main entrance reflects the current Victorian provisions that require bicycle parking to be located within 30 metres of bicycle routes.

- **Long-stay bicycle parking to be provided at ground level or should be accessible via a ramp**

Long-stay bicycle parking located within a consolidated, secure location within the building with easy, at-grade access from storage to the street is required to ensure accessibility to a wide range of users.

- **All visitor parking and at least 50 per cent of long-stay bicycle parking to be horizontal and floor-mounted**

Horizontal bicycle parking prevents the need for lifting and increases accessibility for all cyclists and different bicycle models (e.g. cargo bicycles and electric models).

- **Bicycle parking to be clearly visible or clearly signed from main site entrances**

Bicycle parking that is clearly signed or visible from main site entrances will support a cyclist's decision-making process when choosing their mode of travel, particularly those navigating to unfamiliar destinations. Clear signage facilitates the findability of bicycle parking and ensures that bicycles are parked in appropriate locations.

This is particularly important at transport hubs and in inner-city areas to ensure that bicycle parking is sufficiently separated from vehicular parking areas.

- **At least 5 per cent of bicycle parking to allow users to park and lock electric bicycles and cargo bicycles**

Horizontal spaces with additional dimensions in all directions are required to enable larger models of bicycles such as electric and cargo bicycles to be parked and secured. This will ensure that bicycle parking facilities remain accessible and inclusive to a wide variety of cyclists.

- **Bicycle parking to be protected against theft, damage, and weather**

Double locking of a bicycle frame and at least one wheel should be achievable on all bicycle racks. Bicycle parking is required to be well lit, in a secure location, and either visible, under passive surveillance or monitored by security systems at all hours. Global best practice also indicates an industry standard to incorporate weather protection wherever possible.

Benefits

There are number of benefits for proposed bicycle rates and EoT facilities:

- **Encourage sustainable modes of transport**

Cycling helps reduce greenhouse gas emissions as well as noise and pollution associated with cars.

- **Cost savings without private car ownership**

The cost of buying and maintaining a bike is considerably less than buying and maintaining a car. Bicycle parking is also usually more accessible and more convenient than car parking.

- **Promote health and wellbeing ([Clause 18.02](#))**

Cycling makes people physically active, which can improve wellbeing, mental health and reduce the risk of chronic disease.

- **Dedicated convenient, secure, off-street bicycle parking and EoT facilities**

Convenient and secure off street bicycle parking and EoT facilities makes bicycle riding more attractive.

- **Maximise public investment in bicycle infrastructure**

More people using bicycles as a mode of transport may increase public investment in bicycle infrastructure, which is usually more cost-effective than investing in car infrastructure.

Tell us more

- Do you agree that PTAL should be used to determine bicycle parking rates and EoT facilities for land use groups?
- Do you agree with proposed minimum bicycle parking rates?
- Do you agree with adopting new design standards for bicycle parking and EoT?





Proposed bicycle and end of trip facilities rates

Table 10: Group 1 Bicycle parking rates

PTAL level	Minimum bike	Hotel, Market, Shop, Supermarket, Convenience restaurant, Bar and Restaurant
Poor	Minimum bike	1 per 10 employees (max on site), and 1 per 10 maximum visitors Providing capacity for 10% of employees and visitors to ride to work will help encourage active transport while recognising cars are still the dominant mode of transport in Poor PTAL areas.
Low	Minimum bike	1 per 5 employees (max on site) and 1 per 5 maximum visitors Providing capacity for 20% of employees and 20% of visitors to ride to work will help encourage active transport while recognising cars are still the dominant mode of transport in Low PTAL areas.
Medium	Minimum bike	1 per 3 employees (max on site) and 1 per 3 maximum visitors. Providing capacity for 33% of employees and 33% of visitors to ride will help encourage active transport in Medium PTAL areas.
High	Minimum bike	1 per 3 employees (max on site) and 1 per 3 maximum visitors. Providing capacity for 33% of employees and 33% of visitors to ride will help encourage active transport in High PTAL areas.

Table 11: Group 2 Bicycle parking rates

PTAL level	Minimum bike	Childcare centre	Primary school and Secondary school
Poor	Minimum bike	1 per 10 employees (max on site) Employees should be encouraged to ride to work by providing secure bike parking.	1 per 10 employees (max on site) and 1 per 10 students. Employees should be encouraged to ride to work by providing secure bike parking. Providing capacity for 10% of students to ride to school will assist in promoting active transport.
Low	Minimum bike	1 per 5 employees (max on site) Education centres should encourage active transport for employees by providing secure bike parking for 20% of employees.	1 per 5 employees (max on site) and 1 per 5 students. Education centres should encourage active transport for employees by providing secure bike parking for 20% of employees 20% of students.
Medium	Minimum bike	1 per 3 employee (max on site) and 1 per 3 students Education facilities should actively encourage active transport by providing secure bike parking for 33% of employees and 33% of students.	1 per 3 employee (max on site) and 1 per 3 students Education facilities should actively encourage active transport by providing secure bike parking for 33% of employees and 33% of students
High	Minimum bike	1 per 3 employees (max on site) Education facilities should actively encourage active transport by providing secure bike parking for 33% of employees.	1 per 3 employees (max on site), and 1 per 3 students Education facilities should actively encourage active transport by providing secure bike parking for 33% of employees and 33% of students



Department of Transport and Planning

Table 12: Group 3 Bicycle parking rates

PTAL level	Minimum bike	Trade supplies	Medical centre	Veterinary centre	Appointment based services	Residential aged care facility
Poor	Minimum bike	1 per 10 maximum visitors Due to the nature of trade supplies stores, it is expected that bike use will be lower than other uses in Poor PTAL areas. Some visitors will still require bicycle parking, particularly for cargo bikes.	1 per 5 appointment rooms Medical centres in Poor PTAL areas should provide a range of parking options to improve accessibility. Allows for approximately 25% of visitors to use bicycles.	1 per 5 appointment rooms Assumes a low bike mode share due to animals being brought to veterinary centres.	1 per 10 employees (max on site) Assumes a low bike mode share due to the nature of the land use.	1 per 10 employees (max on site), and 1 visitor bike park per 10 dwellings Employees should be encouraged to ride to work by providing 10% secure bike parking. Providing capacity for 10% of visitors to ride to aged and retirement care will assist in promoting active transport.
Low	Minimum bike	1 per 5 maximum visitors Due to the nature of trade supplies stores, it is expected that bike use will be lower than other uses in Low PTAL areas. Some visitors will still require bicycle parking, particularly for cargo bikes.	1 per 2 appointment rooms Medical centres should provide a range of parking options to improve accessibility. Allows for approximately 20% of visitors to use bicycles.	1 per 2 appointment rooms While veterinary centres' primary services usually require visitors to transport animals, some visitors will be able to ride with their animals or may be visiting to purchase goods or seek advice without bringing animals. Allows for approximately 20% of users to use bicycles.	1 per 2 appointment rooms Appointment based services should provide a range of parking options to improve accessibility. Allows for approximately 20% of visitors to use bicycles	1 per 5 employees (max on site), and 1 visitor bike park per 5 dwellings Employees should be encouraged to ride to work by providing 20% secure bike parking. Providing capacity for 20% of visitors to ride to aged and retirement care will assist in promoting active transport.

Continued on page 31

PTAL level	Minimum bike	Trade supplies	Medical centre	Veterinary centre	Appointment based services	Residential aged care facility
Medium	Minimum bike	1 per 3 employees (max on site), and 1 per 5 maximum visitors Due to the nature of trade supplies stores, it is expected that bike use will be lower than other uses in Low PTAL areas. Some visitors will still require bicycle parking, particularly for cargo bikes.	1 per 2 appointment rooms Medical centres should provide a range of parking options to improve accessibility. Allows for approximately 20% of visitors to use bicycles.	1 per 2 appointment rooms While veterinary centres' primary services usually require visitors to transport animals, some visitors will be able to ride with their animals or may be visiting to purchase goods or seek advice without bringing animals. Allows for approximately 20% of users to use bicycles.	1 per 2 appointment rooms Appointment based services should provide a range of parking options to improve accessibility. Allows for approximately 20% of visitors to use bicycles.	1 per 3 employees (max on site), and 1 visitor bike park per 3 dwellings Employees should be encouraged to ride to work by providing 33% secure bike parking. Providing capacity for 33% of visitors to ride to aged and retirement care will assist in promoting active transport.
High	Minimum bike	1 per 3 employees (max on site), and 1 per 5 maximum visitors Due to the nature of trade supplies stores, it is expected that bike use will be lower than other uses in Low PTAL areas. Some visitors will still require bicycle parking, particularly for cargo bikes.	1 per 2 appointment rooms Medical centres should provide a range of parking options to improve accessibility. Allows for approximately 20% of visitors to use bicycles.	1 per 2 appointment rooms While veterinary centres' primary services usually require visitors to transport animals, some visitors will be able to ride with their animals or may be visiting to purchase goods or seek advice without bringing animals. Allows for approximately 20% of users to use bicycles.	1 per 2 appointment rooms Appointment based services should provide a range of parking options to improve accessibility. Allows for approximately 20% of visitors to use bicycles.	1 per 3 employees (max on site), and 1 visitor bike park per 3 dwellings Employees should be encouraged to ride to work by providing 33% secure bike parking. Providing capacity for 33% of visitors to ride to aged and retirement care will assist in promoting active transport.

Department of Transport and Planning

Table 13: Group 4 Bicycle parking rates

PTAL level	Minimum bike	Residential hotel	Dwelling
Poor	Minimum bike	1 per 10 employees (max on site) Employees should be encouraged to ride to work by providing secure bike parking for 10% of employees.	1 per 1 bedroom dwelling, and 2 per 2+ bedroom dwelling, and 1 visitor bike park per 5 dwellings in an apartment development. Secure bike parking should be included for all residents of apartment developments. It is expected that other dwellings will be able to provide secure bike parking within the dwelling.
Low	Minimum bike	1 per 5 employees Employees should be encouraged to ride to work by providing secure bike parking for 20% of employees.	1 per 1 bedroom dwelling, and 2 per 2+ bedroom dwelling, and 1 visitor bike park per 5 dwellings in an apartment development. Secure bike parking should be included for all residents of apartment developments. It is expected that other dwellings will be able to provide secure bike parking within the dwelling. Providing visitor bike parking for 33% of dwellings in apartment development will encourage active transport for visitors.
Medium	Minimum bike	1 per 3 employees Employees should be encouraged to ride to work by providing secure bike parking for 33% of employees.	1 per 1 bedroom dwelling, and 2 per 2+ bedroom dwelling, and 1 visitor bike park per 2 dwellings in an apartment development. Secure bike parking should be included for all residents of apartment developments. It is expected that other dwellings will be able to provide secure bike parking within the dwelling. Providing visitor bike parking for 33% of dwellings in apartment developments will encourage active transport for visitors.
High	Minimum bike	1 per 3 employees Employees should be encouraged to ride to work by providing secure bike parking for 33% of employees.	1 per 1 bedroom dwelling, and 2 per 2+ bedroom dwelling, and 1 visitor bike park per 2 dwellings in an apartment development. Secure bike parking should be included for all residents of apartment developments. It is expected that other dwellings will be able to provide secure bike parking within the dwelling. Providing visitor bike parking for 33% of dwellings in apartment developments will encourage active transport for visitors.

Table 14: Group 5 Bicycle parking rates

PTAL level	Minimum bike	Funeral Parlour	Swimming pool/Gym, Cinema based entertainment facility, Place of assembly (other) and Restricted recreation facility
Poor	Minimum bike	1 per 10 employees (max on site) Providing capacity for 10% of employees to ride will help encourage active transport while recognising cars are still the dominant mode of transport in Poor PTAL areas.	1 per 10 employees (max on site), and 1 per 10 maximum visitors Providing capacity for 10% of employees and visitors to ride will help encourage active transport while recognising cars are still the dominant mode of transport in Poor PTAL areas.
Low	Minimum bike	1 per 5 employees (max on site) Employees should be encouraged to ride to work by providing 20% secure bike parking.	1 per 5 employees (max on site), and 1 per 5 maximum visitors Employees and visitors should be encouraged to ride to recreation facilities by providing 20% secure bike parking.
Medium	Minimum bike	1 per 3 employees Employees should be encouraged to ride to work by providing secure bike parking for 33% of employees.	1 per 3 employees (max on site), and 1 per 3 maximum visitors Providing capacity for 33% of employees and 33% of visitors to ride will help encourage active transport in Medium PTAL areas.
High	Minimum bike	1 per 3 employees Employees should be encouraged to ride to work by providing secure bike parking for 33% of employees.	1 per 3 employees (max on site), and 1 per 3 maximum visitors Providing capacity for 33% of employees and 33% of visitors to ride will help encourage active transport in High PTAL areas.

Table 15: Group 6 Bicycle parking rates

PTAL level	Minimum bike	Warehouses (other), Office (other), Industry (other) and Research and development centre
Poor	Minimum bike	1 per 10 employees (max on site) Providing capacity for 10% of employees to ride will help encourage active transport while recognising cars are still the dominant mode of transport in Poor PTAL areas. This land use is a place of regular employment and so should provide higher than average bike parking.
Low	Minimum bike	1 per 5 employees Employees should be encouraged to ride to work by providing 20% secure bike parking in Low PTAL areas.
Medium	Minimum bike	1 per 3 employees Employees should be encouraged to ride to work by providing secure bike parking for 33% of employees.
High	Minimum bike	1 per 3 employees Employees should be encouraged to ride to work by providing secure bike parking for 33% of employees.

Department of Transport and Planning

Table 16: Group 7 Bicycle parking rates

PTAL level	Minimum bike	Education centre (other)
Poor	Minimum bike	1 per 10 employees (max on site), and 1 per 10 students (max on campus) Education centres regularly encourage active modes of transport for adult students and secure bike parking should be provided for 10% of employees and students on campus.
Low	Minimum bike	1 per 5 employees (max on site), and 1 per 5 students Employees and students should be encouraged to ride to work by providing 20% secure bike parking in Low PTAL areas.
Medium	Minimum bike	1 per 3 employees (max on site), and 1 per 3 students Education facilities should actively encourage active transport by providing secure bike parking for 33% of employees and students, with the remainder using alternative modes of transport.
High	Minimum bike	1 per 3 employees (max on site), and 1 per 3 students Education facilities should actively encourage active transport by providing secure bike parking for 33% of employees and students, with the remainder using alternative modes of transport.

Table 17: End of trip facilities rates

Land use group	Land uses	End of trip facilities rates
Group 1	Hotel, Market, Shop, Supermarket, Convenience restaurant, Bar and Restaurant	1 locker per bike park, and 1 shower facility per 5 employee bike parks
Group 2	Childcare centre, Primary school and Secondary school	1 locker per bike park, and 1 shower facility per 5 employee bike parks
Group 3	Trade supplies, Medical centre, Veterinary centre, Appointment based services, Residential aged care facility	1 locker per bike park, and 1 shower facility per 5 employee bike parks
Group 4	Residential hotel and Dwelling	N/A
Group 5	Funeral Parlour, Swimming pool/Gym, Cinema based entertainment facility, Place of assembly (other) and Restricted recreation facility	1 locker per bike park, and 1 shower facility per 5 employee bike parks
Group 6	Warehouses (other), Office (other), Industry (other) and Research and development centre	1 locker per bike park, and 1 shower facility per 5 employee bike parks
Group 7	Education centre (other)	1 locker per bike park, and 1 shower facility per 5 employee bike parks

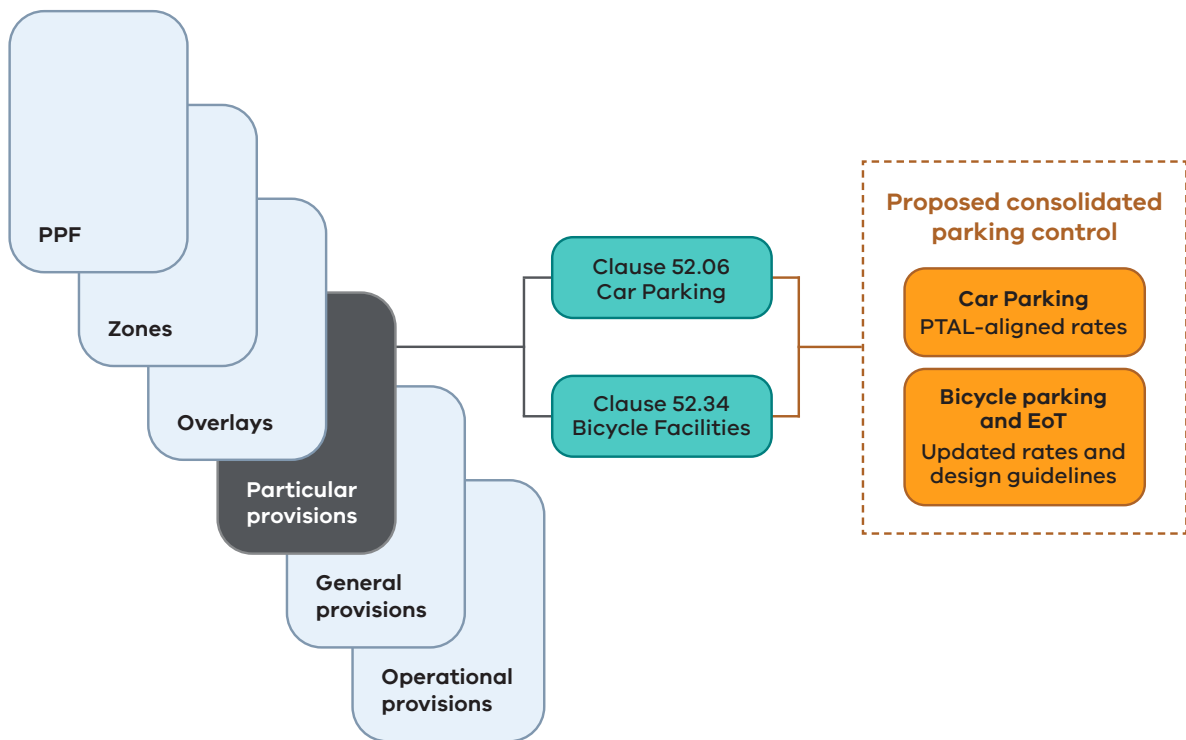
Proposal 5 – a consolidated parking and EoT facilities provision in the VPP

Proposed changes

- Consolidated planning provision for cars, bicycles and EoT facilities that replaces Clause 52.06 (Car parking) and Clause 52.34 (Bicycle facilities).

Car and bicycle parking are currently separated across two provisions in the VPP: Clause 52.06 (Car parking) and Clause 52.34 (Bicycle facilities).

Figure 2: Proposed consolidated planning provisions



It is proposed to consolidate car and bicycle parking requirements into one planning provision in the VPP.

Department of Transport and Planning

Planning applications to waive or increase car parking requirements

Under a new car parking provision, a planning permit will only be required to provide:

- less than the minimum rate, or
- more than the maximum rate set out in the proposed parking rates, or
- some or all of the parking on another site.

The proposed parking provision will allow an application to provide less parking than what is required by minimum rates set out in the proposed parking rates to be approved if the council is satisfied after considering following decision guidelines:

- The car parking proposed is adequate.
- Existing or planned public transport accessibility would allow convenient access to the site, including for people with disabilities.
- Disabled parking is provided either on the land or at an appropriate alternative location.
- Bicycle parking and EoT facilities are provided in sufficient quantity and quality to encourage active transport access to the site.

An application to exceed the maximum parking rates set out in proposed parking rates could be approved if the council is satisfied after considering following decision guidelines:

The car parking proposed is required, reflecting the specific circumstances of the site, including PTAL accessibility and the nature of the particular land use.

- Additional car parking is required for disability parking.
- Car parking is being provided on the land for precinct parking to service nearby land uses.

Design of car parking spaces

Existing car parking design standards relating to the dimension and access of spaces set out in Clause 52.06 will continue to apply.

Tell us more

- What do you think about consolidating parking requirements within a single, streamlined statutory control for cars, bicycles and EoT facilities?



Have your say

DTP is inviting your feedback on the proposals in this paper. Your feedback will contribute towards better planning and policy outcomes.

Submissions should be emailed to planning.systems@delwp.vic.gov.au

Your submission should clearly explain your, or your organisation's, position on a particular matter and describe any proposed changes, attaching supporting evidence if that would validate or assist in understanding your position.

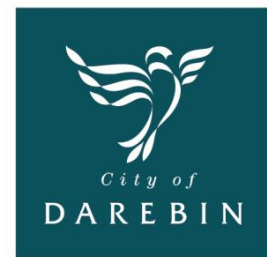
Your organisation's submission may be made public.

Next steps

DTP will consider all submissions received and will then brief the Minister for Planning on recommendations for implementation.



planning.vic.gov.au



the place
to live

Darebin City Council Submission

**Modernising car and bicycle parking requirements
Discussion Paper – Department of Transport and
Planning**

City of Darebin

November 2023

CONTENTS

1. Introduction 2

2. General Comments 4

3. Public Transport Accessibility Level (PTAL) 7

4. Land Use Groupings 11

5. Car Parking Rates 12

6. Bicycle Parking & End of Trip (EoT) Facilities 14

7. Consolidation of Car & Bicycle Parking Provisions..... 16

8. Conclusion..... 17

*City of Darebin Submission – Modernising Car and Bicycle Parking Requirements
Discussion Paper*

1. INTRODUCTION

Darebin City Council (Council) welcomes the opportunity to make this submission to the *Modernising car and bicycle parking requirements discussion paper* (Discussion Paper).

Council commends the Department of Transport and Planning (DTP) for initiating a review of car and bicycle parking requirements in the planning scheme. Council believes this review is overdue as the requirements are out-of-date and provide limited support for sustainable and active modes of transport.

The provision of car parking in new development and appropriate rates to guide decision making are topics of great interest in our community. They are the subject of many discussions and disputes through the planning permit application process.

Darebin has a commendable track record supporting reduced car parking rates in new development in well-serviced locations. Council has supported this based on rigorous assessments and a holistic understanding of the implications for our local transport network.

Our community are strong supporters of active and sustainable transport. The *Darebin Safe Travel Strategy 2018-2028* highlights that the number of residents choosing to travel by public transport and ride to work has increased in recent years. ABS data also shows public transport and bicycle use as methods of travelling to work are 1.5 and three (3) times higher respectively in Darebin compared to Greater Melbourne.

There are however many locations across the municipality that are underserved by public transport. Council's *Walking Strategy 2018-2028* highlights that car ownership is increasing in the municipality. Nearly half of all short trips (less than 2km) are by car.

Changing the car and bicycle parking requirements is only one piece of the puzzle to encourage a mode shift towards sustainable and active modes of transport. It requires multiple levers. Council believes there is a greater need to ensure appropriate State investment is made in public and active transport infrastructure.

Changing the car parking requirements without a more wholistic approach to transport and land use planning runs the risk of pushing for too much, too soon. A wholistic approach should consider:

- The need for significantly increased State investment in public and active transport infrastructure.

*City of Darebin Submission – Modernising Car and Bicycle Parking Requirements
Discussion Paper*

- Development contributions to support this investment.
- Local issues such as managing greater demand for on-street car parking.
- Other barriers to behaviour change such as perceptions of safety and cultural barriers.

Overall, Council is supportive of undertaking a review into the car parking and bicycle facilities requirements within the planning scheme. This submission outlines Council's high-level feedback, including some concerns Council has regarding the proposals outlined within the Discussion Paper.

The submission is structured thematically in response to the five main proposals outlined in the Discussion Paper. More general comments are discussed first.

*City of Darebin Submission – Modernising Car and Bicycle Parking Requirements
Discussion Paper*

2. GENERAL COMMENTS

The State government should commit to significant long-term and continued investment in public and active transport infrastructure in conjunction with changes to car parking requirements.

A wholistic approach should be taken to encourage a shift towards sustainable modes of transport. Addressing car parking requirements is only one of a range of initiatives needed to facilitate sustainable transport usage and it should not be pursued in isolation.

Many of the proposed changes must be undertaken in tandem with a commitment from the State government to significantly increase, and establish a long-term plan for, investment in public and active transport infrastructure.

The *Darebin Transport Strategy 2007-2027 (updated 2022)* notes that there is significant international evidence suggesting that more people will use public transport if:

- Services run on time.
- It is inexpensive.
- Waiting times are not too long.
- Services are relatively close by.
- Services are frequent, including during weekends and after hours.

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 it attracts. This is vitally important for ensuring that public transport presents a real alternative to the private car.

In Darebin, priority public transport improvements should include:

- Prioritising the northern section of the Suburban Rail Loop (SRL) and leveraging opportunities like bus network reform and bicycle network improvements.
- Introducing a new orbital bus route along the SRL corridor as an interim measure.
- Extending the tram route 11 to Edwards Street, Reservoir.
- Upgrading 14 tram stops along tram route 86 to accessible stops.
- Introducing a new bus route with an express lane along Chandler Highway connecting La Trobe University to Burnley Station.
- Increasing the frequency of all train, tram, and bus routes.

*City of Darebin Submission – Modernising Car and Bicycle Parking Requirements
Discussion Paper*

Council is concerned that Melbourne/Victoria does not have the public transport network to sustain some of the proposals in many locations (such as zero parking rates).

The changes run the risk of perpetuating already existing transport issues. Encouraging a shift towards public transport is a valued endeavour. However, if the infrastructure is not in place to support a greater uptake, then the capacity and servicing constraints of the network will only be exacerbated.

Residents in many locations within Darebin, particularly in the northwest and east of the municipality are still very car dependent for their day-to-day activities. Without appropriate access to alternative transport options, these residents will continue to be car dependent and exposed to associated vulnerabilities such as long commute times and oil price spikes.

If the State government wants more people to use public transport, then investment is required to increase the capacity and coverage of the public transport network.

The overall objective of the project should be more clearly articulated, particularly when communicating the ideas with the community.

A stronger case should be made in the next stage of the project that draws a clearer link between fewer car parking spaces and behaviour shifts to other modes of transport. This is particularly important for locations outside the CBD. While Council understands there are links, this could be better argued in the Discussion Paper.

Greater use of active and public transport does not necessarily translate to less car ownership. People in locations with high public transport accessibility may use public transport for their day-to-day commute, particularly into the city. This does not guarantee that they won't own a car and require somewhere to park the car. There are various reasons why people own a car (weekend leisure, family requirements), other than for their day-to-day commuting.

In addition, the Discussion Paper refers the link between car parking rates and the oversupply of car parking. However, these arguments are typically based on research undertaken for the Melbourne CBD, which is unique in its very high-level access to multiple forms of well-connected public transport options compared to anywhere else in Victoria.

The review needs to ensure that car parking issues are not shifted into the public realm.

*City of Darebin Submission – Modernising Car and Bicycle Parking Requirements
Discussion Paper*

The City of Darebin is a great supporter of greater usage of active and public transport. However, we need to ensure the right balance is struck between limiting private car parking and unintentionally shifting the problem into the public realm.

If there is limited space available on private land to park a car, then it is likely to end up on the street. This will push the burden onto Councils, who already have difficulties managing this issue.

Increased street parking also occupies scarce and valuable public space that can be better used for public realm initiatives such as wider footpaths, active transport infrastructure, curb outstands, pocket parks, outdoor dining opportunities etc. These initiatives often rely on fewer on-street car parking spaces.

The Discussion Paper should explore opportunities to better integrate car parking reductions with development contributions and other community benefits.

Significant development cost savings are made when car parking requirements are reduced. This is highlighted in the Discussion Paper. Council is sceptical as to whether this cost saving results in more affordable housing, as argued by the Discussion Paper, or community benefit (other than potentially reduced car ownership). Nor does it result in a commensurate benefit in active transport, public parking, or public transport infrastructure. In a sense, planning permit applicants currently receive car parking reductions for free.

Council believes the opportunity to embed a development contribution or cash-in-lieu scheme into Clause 52.06 should be explored as part of the review. Council notes that the Parking Overlay (PO) already provides the opportunity to use a cash-in-lieu mechanism for funding shared/public car parking. Better integration of this mechanism into Clause 52.06 should be explored and expanded to include other infrastructure items.

Contributions could be tied to parking waivers and reductions to help fund active and public transport in addition to shared parking. In most locations, this would be preferable than entirely removing car parking requirements as proposed by the Discussion Paper.

Short of this, a greater case should be articulated in later stages of the project that communicates the purported housing affordability benefits of decoupling private car parking from housing and the public benefits of reduced private car parking spaces.

*City of Darebin Submission – Modernising Car and Bicycle Parking Requirements
Discussion Paper*

3. PUBLIC TRANSPORT ACCESSIBILITY LEVEL (PTAL)

Adopting a Public Transport Accessibility Level (PTAL) approach to car and bicycle parking requirements is a step in the right direction.

In general, Council believes using a methodology like PTAL to inform car parking rates is a step in the right direction. It is a far superior approach to measuring public transport accessibility than what is currently used through the PPTN mapping.

Currently, the PPTN approach lacks detail regarding the actual public transport service and the walkability of the 400m catchment. Factoring in such considerations through a more rigorous methodology provides a greater level of confidence to inform car parking rates, particularly zero and maximum rates.

Council is unable to gain an appreciation of the implications for the municipality as it is difficult to understand the distribution of the four PTAL gradings without a map.

The methodology that PTAL is based on is complex. It is hard to understand how the PTAL gradings will apply across the State without a map. Council understands that the Department has not yet undertaken the PTAL mapping. Council's submission is therefore hampered by this lack of information.

Darebin includes several Major Activity Centres along key public transport corridors. Council cannot determine whether these locations and the surrounding residential hinterland would be given a high or medium PTAL grading.

We also cannot tell whether the rest of the municipality will be in a low or poor PTAL grading. Council highlights that significant portions of the municipality are underserved by public transport so any changes to car parking rates in these locations will need to be appropriately considered.

Council requests the opportunity to provide further feedback once this mapping has been completed and the implications for the municipality are clearer.

Council has concerns with applying a PTAL methodology that is used in other jurisdictions to the Victorian context.

PTAL works in London given the population density and interconnectivity between various transport modes – bus, underground, overground, light rail, regional train. It is possible to

*City of Darebin Submission – Modernising Car and Bicycle Parking Requirements
Discussion Paper*

travel from one end of Greater London to the other by solely relying on public transport. It is argued that this is not possible in Victoria.

As the method is largely used in mega-cities such as London, it is difficult to understand how it could be applicable across all of Victoria, particularly regional and rural areas with minimal or no public transport. There is a concern that adopting the PTAL approach, while it has merits, might be premature for all of Victoria.

Alternatively, before applying across all of Victoria, it could potentially be introduced gradually, starting with Metropolitan Melbourne first to allow time to measure impacts and how the development industry will respond.

PTAL is a measure of accessibility to the public transport network however it does not factor in the destination, or how far you can travel through the network from that access point.

Accessibility should be based on the ease with which a user can reach a desired destination. Factors such as how long it takes to reach key destinations throughout the network should be considered.

In Victoria, the public transport network isn't orbital like London or Portland. Train and most tram services are radial and bus services, which can provide east-west connections are infrequent and unreliable. Without an understanding of destination, the method has the potential to perpetuate a monocentric view of Melbourne where access to the CBD via public transport is considered paramount.

Similarly, proximity to activity centres and the services that are provided do not appear to factor into the calculations.

PTAL does not factor in the quality of the service or public transport connections along the journey once a passenger has arrived at the public transport access point.

PTAL does not account for the quality of service, reliability, or the actual travel time to key destinations. Rather, it focuses on the distance to public transport, focusing only on walk time and service frequency in the calculations.

It does not appear to account for the entire travel experience that could impact on accessibility, such as:

- The mode of public transport.

*City of Darebin Submission – Modernising Car and Bicycle Parking Requirements
Discussion Paper*

- The ease of transferring between different modes of transport.
- Schemes or interventions that improve station capacity, step-free access, reliability, or vehicle capacity.
- The availability of amenities such as benches and shelters at transit stops.
- The safety of walking routes.

There are concerns that places with the same PTAL can have significantly different levels of connectivity. For example, within Preston and Reservoir there are likely to be locations of high public transport accessibility along with poor public transport connections. PTAL should be sensitive to these factors to provide a categorisation that is reflective of the real-world experiences of transport users.

Poor public transport accessibility does not necessarily mean poor access to services and vice versa.

There are likely locations within Melbourne, and particularly regional Victoria, where PTAL is low but access to services is likely high due to walkability or cyclability. Conversely, many train stations in Melbourne are located within predominantly suburban/residential locations, with minimal services.

Linking accessibility to the serviceability of a geographical area would make the methodology more sophisticated rather than solely relying on access to public transport.

How well a place is located with respect to services has a major influence on the chosen mode of transport. It does not appear that PTAL considers land use patterns, which play a crucial role in transportation planning. The mix of residential, commercial, and recreational spaces can influence travel patterns, and PTAL alone may not provide a complete picture of accessibility.

PTAL should consider times of the day other than peak times and other serviceability factors.

PTAL considers the frequency of services during the morning peak on a weekday. There are cases where it could be more suitable to look at the service frequency at another time of the day or during the weekend. For example, around a shopping centre, which is busier on a weekend.

Similarly, there may be benefit in using additional service data other than weekday peak, such as weekend, Sunday or average data across the weeks. For example, on a Sunday

*City of Darebin Submission – Modernising Car and Bicycle Parking Requirements
Discussion Paper*

there are some routes with no service. In its current form PTAL would not factor this into the calculations.

Council suggests using a variation of PTAL (say, a Public Transport Accessibility Score), which incorporates other aspects of public transport accessibility. In particular, this should include the public transport services at off peak times (night and weekends) and focus on hours of operation, transport mode, and connectivity as well as frequency.

It is unclear how the walkability of the public transport catchment will be calculated.

It is unclear how walkability will be calculated. It is important that these calculations consider factors that greatly influence the distance people are willing to walk such as:

- Topography
- Availability of pedestrian paths
- Public realm and sensory stimuli such as street trees
- Weather protection.

The PTAL methodology should be based on as much data as possible regarding active transport infrastructure to gain an accurate understanding of the accessibility of the catchment.

It is important that the PTAL mapping is updated frequently and is responsive to population and urban environment changes and local knowledge.

Council is supportive of integrating PTAL mapping with VicPlan. This will ensure it is easily understood and interpreted.

It is unclear how easily and often it will be updated. It is important that it is dynamic enough to be responsive to changes in service levels, infrastructure improvements, and shifts in the urban environment.

A blanket state-wide approach to accessibility mapping also raises concerns about capturing local variances. It is requested that Councils are consulted on the mapping and are provided with the opportunity to request changes based on local information and data.

*City of Darebin Submission – Modernising Car and Bicycle Parking Requirements
Discussion Paper*

4. LAND USE GROUPINGS

Grouping land uses at Clause 52.06 is broadly supported, apart from some identified inconsistencies.

Reducing the complexity and number of different rates for land uses at Clause 52.06 is a positive. This will provide greater certainty about car parking rates and make for easier assessments.

Group 1 appears to include a diverse range of uses and we question whether they all have similar car parking demand requirements and trip generation characteristics. For instance, in Council's experience a 'supermarket' and 'bar' have very different demand requirements and length of stay characteristics and yet are included within the same land use group.

It also appears that some land uses are still separated in land use groupings. While Group 3 consolidates a range of similar uses, it appears to specify a different rate for land uses. We question how this will operate in practice.

Council recommends further investigation of potential inconsistencies in the groupings.

*City of Darebin Submission – Modernising Car and Bicycle Parking Requirements
Discussion Paper*

5. CAR PARKING RATES

It is difficult to comment on the proposed new car parking rates. The rates are tied to PTAL gradings, which are unmapped and so the implications for the municipality are unknown.

It is hard to know whether the rates are appropriate as it is difficult to determine where the various rates would apply across the municipality. Without this knowledge it is based on a theoretical question and not tied to the actual public transport network.

As already mentioned, Council's submission is hampered by this lack of information. Council requests the opportunity to provide further feedback once this mapping has been completed.

It is unclear how the car parking rates were determined and what data they are based on.

Council requests further information regarding how the car parking rates were determined (have they been based on ABS data, for example?) and the opportunity to provide feedback.

We note that in all PTAL gradings, the minimum two car parking space requirement is removed for dwellings with three or more bedrooms. Council has undertaken ABS data analysis for the municipality that suggests that 3+ bedroom dwellings still generally generate demand for more than one car parking space (>1.5 spaces) in many locations across Darebin, particularly in areas that will likely be attributed with either low or poor PTAL gradings.

There are concerns that adopting zero car parking rates, rather than reduced, may see an 'undersupply' of parking given the cost savings for development. This has the potential to pass the burden onto Council who will need to manage increased demand for on-street car parking.

Council notes that for most land uses in medium and high PTAL locations minimum car parking rates are proposed to be removed, in favour of maximums. As such, a market-led approach will generally be relied upon for the provision of private car parking.

In Darebin, we experience high levels of on-street parking demand near high density developments, even those close to activity centres and public transport. As discussed above, Victoria does not have the public transport network to sustain zero or low parking

*City of Darebin Submission – Modernising Car and Bicycle Parking Requirements
Discussion Paper*

rates in many locations in Darebin, even those areas with good levels of public transport connection.

The risk is that private vehicle storage will be transferred to public land and the cost and responsibility to manage this parking will be borne by Council.

The car parking rate tables appear to be overly complex and not immediately understandable.

It is important that the rates are communicated clearly through the amendments to the planning provision. Embedding the relevant car parking rates in the property-level planning reports of VicPlan is a good idea to ensure there is no confusion.

The square metre car parking rate of column B of Clause 52.06-5 is a preferred way to determine car parking requirements for commercial uses.

It appears that most car parking rates in the Discussion Paper are tied to patron and employee numbers. The Column B sqm ratios are a less complex way of determining car parking rates than relying on patron numbers and employees.

The blanket 10 space waiver for new uses in Commercial Zones and the Activity Centre Zone (ACZ) at Clause 52.06-3 should also be retained to support small and new businesses in appropriate locations, and adaptive reuse of existing buildings in established shopping strips.

6. BICYCLE PARKING & END OF TRIP (EOT) FACILITIES

Council generally supports the proposed End of Trip (EoT) facilities design standards.

Darebin has a strong commitment to making it easier for people to use sustainable and active forms of transport. Improving bicycle infrastructure and facilities is one of many actions identified in the Darebin *Safe Travel Strategy 2018-2028* to encourage greater uptake of active transport.

The existing requirements at Clause 52.34 (Bicycle facilities) are highly inadequate. The proposed design standards are a step in the right direction to rectify this inadequacy. Consideration could be given to strengthening the standards with mandatory requirements, particularly regarding the provision of bicycle parking spaces.

The proposed 50% ratio for ground-mounted bike parking is too low.

This should be increased to 70% to increase the quality of bike parking and its effect on reducing car use..

The proposed 5% ratio for e-bike parking provision is too low.

5% does not reflect the growing popularity of e-bikes (particularly cargo e-bikes) as a means of car replacement. These levels should be increased to 25%, in line with Darebin's *Electric Vehicle Charging Policy*. Provision should also be made for 'EV ready' spaces, where the base infrastructure is available that can be easily installed in the future.

No clear nexus is established between PTAL level and bicycle usage.

It would be beneficial to see additional work that establishes this link. Council agrees that development in high PTAL areas where reduced car parking is provided should provide increased bicycle parking and EoT facilities. However, we are not clear on the link between better public transport access and greater bicycle usage. It may be that areas with low PTAL require even greater opportunities to use active transport.

Bicycle parking rates for residential development should not only apply to apartment development.

Clause 52.34 currently only applies to development of four or more storeys. The Discussion Paper refers to 'apartment developments'. Bicycle parking rates for residential development should be for all residential development. For example, development of two or more

*City of Darebin Submission – Modernising Car and Bicycle Parking Requirements
Discussion Paper*

dwellings should provide bicycle parking for each dwelling, in addition to Standard B30 storage and car parking.

*City of Darebin Submission – Modernising Car and Bicycle Parking Requirements
Discussion Paper*

7. CONSOLIDATION OF CAR & BICYCLE PARKING PROVISIONS

Council broadly supports consolidating car and bicycle parking requirements into the one provision in the VPPs.

Locating both requirements in the one provision will ensure that both modes of transport are given equal weighting. Clause 52.34 (Bicycle facilities) can be easily missed in its current form as a separate provision.

*City of Darebin Submission – Modernising Car and Bicycle Parking Requirements
Discussion Paper*

8. CONCLUSION

In general, this submission broadly supports DTP undertaking a review of car and bicycle parking requirements.

This support is subject to the following:

- Undertaking car parking rate changes in tandem with significant State investment in public and active transport infrastructure.
- Exploring enhancements to the PTAL methodology as outlined in this submission.
- Allowing for further review and feedback once the PTAL mapping has been prepared and the car parking rate methodology/calculations have been shared.
- Exploring greater integration and expansion of development contributions and car parking rates.
- Enhancing the proposed bicycle facility standards as recommended by this submission.

End of submission

10. ITEMS TO BE TABLED

Nil

11. NOTICES OF MOTION

11.1 VICTORIAN FOOD SYSTEMS CONSENSUS STATEMENT, TOWARDS A HEALTHY, REGENERATIVE AND EQUITABLE FOOD SYSTEM IN VICTORIA

Councillor: Susanne NEWTON

NoM No.: 19/2023

Take notice that at the Council Meeting to be held on 18 December 2023, it is my intention to move:

That Council:

- (1) *notes that this motion moves to confirm support for the Victorian Food Systems Consensus Statement, Towards A Healthy, Regenerative and Equitable Food System in Victoria, facilitated by VicHealth and in carriage with Sustain: The Australian Food Network.*
- (2) *brings forward a report that considers options for Darebin to:*
 - a. *affirm a commitment to the leverage points laid out in the Consensus Statement, including:*
 - i. *The legislation of the Right to Food in Victoria*
 - ii. *Establishing a governmental food systems committee to undertake a food systems inquiry and subsequently develop a Victorian food systems plan*
 - iii. *The advancement of a comprehensive food systems monitoring framework*
 - iv. *Regenerative and agroecological food production*
 - v. *The creation of a local food investment fund*
 - vi. *That all public sector food procurement and retail is healthy and sustainable*
 - vii. *Strengthening food literacy in schools in collaboration with educators*
 - viii. *Resourcing and empowerment of local councils to lead food system strategies*
 - ix. *The revision of the Victorian planning provisions legislation to promote health*
 - x. *Improving dignified access to healthy food through the food relief sector*
 - b. *undertake the VicHealth “building better food systems for healthier communities” module.*
- (3) *supports the Food Systems and Food Security Working Group's advocacy efforts to lobby state politicians to begin a Food Systems Inquiry similar to the Food Production and Supply Inquiry in NSW (2021-22), including writing to the Victorian Minister for Health. This motion will be used for this end.*

Notice Received: 13 November 2023

Notice Given to Councillors 13 November 2023

Date of Meeting: 18 December 2023

Rationale

A commitment to these actions and leverage points will lead to a better food system for the LGA and more Victoria more broadly. A food system that is healthy, regenerative and equitable for the decades to come. One that guarantees a right to food for all and fosters a resilient, thriving community. Amid the sky-rocketing cost of living crisis and speculation on vital agricultural land in Victoria, it is imperative that we commit to strategies that enable access to food for all, protect our food production industries and regenerate the land.

Victoria's food system is in urgent need of an overhaul. We are currently facing unprecedented levels of food insecurity amidst the worst cost of living crisis in recent memory, an escalating ecological catastrophe and an uncertain global geopolitical stage.

A core component of the cost-of-living crisis is the unchecked inflation of food prices. Over the last year, the price of staple groceries has increased between 5%-15%, with quarterly inflation still at 8%. In conjunction with mortgage and rent payments, energy bills, and transportation costs all increasing, more and more households are becoming financially unstable.

These cost of living pressures are a primary cause of the alarming 21% rise in Food Bank distributions over the 2021-2022 period, with demand for food relief growing every month. Additionally, Over 365,000 children in Victoria have experienced severe food insecurity, drastically impacting their ability to engage and learn at school in the same period. FoodBank data shows that 70% of those facing food insecurity also experience high levels of psychological distress, particularly among parents. With the RBA interest rate increases continuing, and inflation showing little sign of slowing, these statistics are likely to undervalue the current state of food insecurity.

The cost-of-living crisis has only added to already high levels of food insecurity in part due to the devastating fires, floods, and droughts experienced over large parts of Australia in the last 5 years. With the climate crisis accelerating, these disasters are likely to become more prevalent, further plunging the food system into catastrophe. The events affect not only our food producing land, but also supply and distribution chains, leading to shortages in isolated areas.

Lastly, the current global geopolitical environment is one of high volatility and uncertainty. The ongoing consequences of Russia's invasion of Ukraine has drastically increased the price of wheat (a core ingredient in many staple and processed foods, as well as livestock feed), fertilisers (on which our current agricultural system is reliant), and fuel (used for farm machinery and freight). All of these factors lead to shortages and price increases, which in turn reduce access to food for a large number of Victorians.

We need a food system that is resilient to these shocks, one that will ensure food security to all for generations to come. Fortunately, in the last few years, high quality research led by food systems practitioners, community organisers, councils and academics, has been conducted to address these challenges. In particular, the Victorian Food Systems Consensus Statement (<https://vicfoodsystem.org.au/>) and the Melbourne Food System Resilience Report (https://science.unimelb.edu.au/_data/assets/pdf_file/0009/4128795/Foodprint-Resilience-Report-2022_double_page.pdf) .

They call for the following actions:

1. Legislate the Right to Food in Victoria
2. Establish a government food systems enquiry to further the existing research and implement recommendations
3. Support First Nations Foodways and Sovereignty
4. Advance a comprehensive food systems monitoring framework
5. Shift to regenerative and agroecological food production – soil, carbon, health, profit
6. Create a local food investment fund
7. That all public sector food procurement and retail is healthy and sustainable
8. Strengthen food literacy in schools in collaboration with educators
9. Resource and empower local councils to lead food system strategies
10. Revise the Victorian planning provisions legislation to promote health
11. Improve dignified access to healthy food through the food relief sector
12. Protect peri-urban agricultural land from development and speculation
13. Diversify the Victorian food system – (locations of production, storage, retail; scale of enterprises involved in the systems, increased biodiversity – crops, forestry, livestock; distribution networks)
14. Strengthen local and regional food production rather than rely on imports
15. Decentralise food production, storage and retail options
16. Create a circular economy in which waste is put back into the system

A food system that incorporates all of these evidenced based best practices will create an environment in which all Victorians can thrive. we will be resilient to climate, economic, and geopolitical stresses. It will foster a closer connection between humans and the ecology of which we are a part. Communities will be stronger and more resilient, and we will be physically and mentally healthier.

I acknowledge the work of Nick Rose and Sustain (and the incredible example of the Oakhill Food Justice Farm on the border of Preston and Reservoir) in shaping this motion.

Attachments

Nil

11.2 ADDRESSING THE HOUSING CRISIS**Councillor: Susanne NEWTON****NoM No.: 20/2023**

Take notice that at the Council Meeting to be held on 18 December 2023, it is my intention to move:

That Council

- (1) *Acknowledges that the diversity of Darebin is our greatest strength, and that we must do all we can to ensure that people of all backgrounds and incomes are able to live and thrive in Darebin, and that providing housing to those in need is crucial to maintaining the rich diversity of the Darebin community now and into the future.*
- (2) *Acknowledges we are in a housing crisis and reaffirms its commitment to addressing housing affordability, social housing needs and homelessness.*
- (3) *Calls on the Victorian Government to increase public, social housing, affordable housing and homeless services in Darebin and across the state to help reduce the long waitlist of 65,195 people in Victoria seeking housing (June 2023 figure from the Applications on the Victorian Housing Register (VHR)).*
- (4) *Notes the recent State Government announcement to demolish and redevelop 44 public housing towers across the state, including the tower in Darebin at 1 Holmes Street, Northcote and seeks information from the Minister for Housing about the timeline for when the residents of 1 Holmes Street Northcote are to be relocated and when the tower is due to be demolished.*
- (5) *Notes that two of the key risks of public housing redevelopment, include:*
 - 5.1 *The risk of existing tenants not being relocated back into the community and consequently, losing their existing community support and social networks; and*
 - 5.2 *The risk of reduced Public Housing yield due to the sell-off of public land to developers to fund the redevelopment through private housing when greater yield could be achieved through direct funding of new public housing by the State Government.*
- (6) *Notes the State Government's recent Housing Statement, included a number of measures that remove planning powers from Council and reduce local government's role in influencing development, and limit and reduce the community's ability to participate in engagement and object to applications.*
- (7) *Requests the CEO to review the impacts of these announcements, brief Council on these impacts and provide a report to Council in early 2024, including:*
 - 7.1 *Recommendations for revised or amended policy and advocacy positions that could be adopted by Council to mitigate the risks and impacts of State Government initiatives and to leverage opportunities to increase social housing in Darebin.*
 - 7.2 *Recommendations for additional initiatives that could be implemented by Council to address the housing crisis, including recommended amendments to the Darebin Housing Strategy.*

Notice Received:	13 November 2023
Notice Given to Councillors	13 November 2023
Date of Meeting:	18 December 2023

Rationale

The Victorian Government should be increasing public housing to address the housing crisis. Instead, the Victorian Housing Statement (https://content.vic.gov.au/sites/default/files/2023-09/DTP0424_Housing_Statement_v6_FA_WEB.pdf) shows the Victorian Government plans to demolish 44 public housing towers, increase the amount of people living on the sites from 10,000 to 30,000 and to replace public housing with social and private housing, on public land. The housing statement mentions it wants to “Expedite zoning, planning and land release for social and affordable housing” but misses an opportunity to mandate inclusionary zoning.

The Good Decisions, Made Faster reforms will make it much harder for local people and communities and local governments to participate in decision making around planning, and reduce their ability to oppose developments. The changes will also make it harder to implement Darebin’s good design guide.

The Victorian Government has not consulted adequately on these major changes.

We must consider the implications of these major changes on the growing level of homelessness in Victoria that this plan will further exacerbate, the disregard of the tenants’ human rights to a secure and permanent home, and the removal of Council’s statutory authority role in the planning of Darebin’s future development.

Further reading

<https://www.theage.com.au/national/victoria/northcote-housing-development-creates-two-classes-of-resident-20190613-p51xc5.html>

<https://www.homes.vic.gov.au/applications-victorian-housing-register-vhr>

Attachments

Nil

11.3 **86 FESTIVAL****Councillor:** **Lina MESSINA****NoM No.:** **21/2023**

Take notice that at the Council Meeting to be held on 18 December 2023, it is my intention to move:

That Council

- (1) *Congratulates the Festival producers on the success of the 86 Festival held in October 2023, showcasing the vibrant live music precincts of Darebin.*
 - (2) *Writes to the Minister for Creative Industries to:*
 - a. *Thank the State Government for the funding support it provided to enable the inaugural 86 Festival to be held in October 2023*
 - b. *Call on the State Government to provide future funding to Festival producers to enable them to deliver future events in Darebin in 23/24*
 - (3) *Writes to Festival producers, Principal Partner Creative Victoria and event sponsor Yarra Trams to thank them for their role in delivering this unique event within Darebin*
 - (4) *Requests that the CEO completes an evaluation report of the 86 Festival and presents this back to Council at the earliest possible with the report to include:*
 - a. *Analysis of the economic impact within Darebin from 86 Festival visitation and local spend*
 - b. *An overview of the benefits of the 86 Festival for Darebin*
 - c. *An overview of the lessons learned (eg noise impacts, waste dumping, communications etc) and future mitigation strategies that could be implemented to improve large scale events and Festivals within Darebin*
-

Notice Received: **13 November 2023****Notice Given to Councillors** **13 November 2023****Date of Meeting:** **18 December 2023****Rationale**

Rationale for Celebrating Arts and Culture in our Local Community.

1. Enriching Cultural Fabric:

Community Identity: The vibrant arts and cultural scene on high streets like St, Station St, Plenty Rd, Edwards, Broadway, Gilbert Rd, and Murray Rd contributes significantly to shaping the identity of our municipality. It fosters a sense of pride and belonging among residents, creating a unique and memorable community character.

2. Economic Benefits:

Local Business Growth: The presence of artistic and cultural activities attracts visitors, contributing to increased foot traffic and economic activity for local businesses. This, in turn, stimulates economic growth and fosters entrepreneurship, making these areas hubs of culinary and artistic delights.

3. Community Engagement:

Social Cohesion: Arts and cultural events provide opportunities for community members to come together, fostering social cohesion and interaction. Shared cultural experiences promote understanding, tolerance, and unity among diverse groups within the community.

4. Need for Clear Policies:

Permitting Process: Establishing a clear and well-defined permitting process is crucial for sustaining the vibrancy of these cultural hubs. Such a process should consider the interests of business owners, residents, and visitors alike.

Waste Management: A robust policy should address waste management to ensure that events and businesses do not negatively impact the local environment. Proper disposal and recycling measures can mitigate the environmental footprint of cultural activities.

5. Balancing Interests:

Noise Levels and Operating Hours: Striking a balance between celebrating culture and respecting the needs of residents requires clear guidelines on noise levels and operating hours. A thoughtful policy should consider the diverse needs of both business owners and residents, promoting harmony within the community.

6. Supporting Local Businesses:

Community Support: A well-crafted policy should not only regulate but also actively support local businesses. This includes providing resources, assistance, and incentives to ensure that these cultural hubs continue to thrive and contribute positively to the local economy.

7. Showcasing Community Diversity:

Colour and Sound of 86 Festival: Events like the 86 Festival exemplify the diversity and creativity within our community. A clear policy framework can elevate and celebrate these cultural expressions, encouraging further participation and investment in local arts and cultural initiatives.

Conclusion:

Celebrating arts and culture is not just about entertainment; it is about nurturing a vibrant, inclusive, and economically thriving community. A well-defined policy for permits, waste management, and community support is essential to ensure that our cultural hubs continue to flourish, providing a rich tapestry of experiences for residents and visitors alike. By fostering a dynamic and supportive environment, we can strengthen the cultural identity of our municipality and create lasting benefits for all stakeholders.

Attachments

Nil

11.4 ENGAGEMENT OF POST-WAR MIGRANTS BY COUNCIL**Councillor:** Lina MESSINA**NoM No.:** 22/2023

Take notice that at the Council Meeting to be held on 18 December 2023, it is my intention to move:

***That** Council calls for a report at the earliest possible opportunity on ways that Council can enhance the way it engages with post-war migrants so their views and experiences are incorporated in Council programs, services and projects including the Migration Monument, Country of Origin Signage and Place naming projects.*

Notice Received: 13 November 2023**Notice Given to Councillors** 13 November 2023**Date of Meeting:** 18 December 2023**Rationale**

Rationale for Elevating Post-War Migration Voices in Council Decision-Making

1. Rich Multicultural Fabric:

Diversity as an Asset: Our community is woven with the threads of diverse cultures, particularly those of post-war migrants who have significantly contributed to shaping the local identity. Recognizing and elevating these voices adds richness to the cultural tapestry that defines our municipality.

2. Historical Contribution:

Legacy of Post-War Migrants: Post-war migrants have played a pivotal role in building and sustaining our community. Their experiences, perspectives, and contributions have left a lasting imprint on our society, making it essential to include their voices in decision-making processes.

3. Inclusivity and Representation:

Reflecting the Population: Council decisions impact all members of the community, and a diverse range of voices ensures that decisions are reflective of the entire population. Inclusivity in decision-making promotes a sense of belonging and representation for all, fostering social cohesion.

4. Unique Insights and Experiences:

Diverse Perspectives: Post-war migrants bring unique insights and experiences that can offer fresh perspectives on various issues. Their distinct cultural backgrounds can contribute to more comprehensive and nuanced decision-making, addressing the needs of a broader range of residents.

5. Strengthening Social Bonds:

Building Bridges: Elevating the voices of post-war migrants in decision-making processes can help bridge any existing gaps between different communities. It fosters understanding, tolerance, and unity, creating a stronger and more connected local society.

6. Addressing Invisibility:

Overcoming Silence: Despite the richness of our multicultural fabric, the voices of post-war migrants often remain unheard. Elevating these voices acknowledges their significance and actively works towards addressing historical invisibility in decision-making forums.

7. Community Empowerment:

Empowering Communities: Involving post-war migrants in decision-making empowers these communities to actively participate in shaping the future of the municipality. It fosters a sense of ownership and responsibility, encouraging ongoing engagement in civic affair.

In conclusion

Elevating the voices of post-war migration communities in council decision-making processes is not just a matter of diversity; it is a strategic imperative for building a stronger, more inclusive, and harmonious municipality. By actively involving these voices, we not only honour the historical contributions of post-war migrants but also ensure that our decisions are informed by the diverse experiences that enrich our community.

Attachments

Nil

11.5 RESERVOIR BOATHOUSE**Councillor:** Lina MESSINA**NoM No.:** 23/2023

Take notice that at the Council Meeting to be held on 18 December 2023, it is my intention to move:

That Council:

- (1) *Notes its commitment in its 2021-25 Council Plan to activate Edwardes Lake Boat House in Reservoir and that Council has been working towards finding a commercial lease to bring it to life as a venue or business.*
- (2) *Notes that Council has progressed work towards this including planning for works at the site in 2025-26 to make it suitable for an operator by including toilets, air conditioning, plumbing, new windows and doors to the deck, and deck extension.*
- (3) *Notes that in its due diligence work, Council has identified an old covenant on the land that would not allow an operator to serve alcohol. Council is currently seeking to have this removed, however the timeframe for this, and whether the covenantor will ultimately agree to removal is uncertain and not in Council's control.*
- (4) *Calls for a report about what options Council has for progressing further at this time towards its aim of finding a commercial operator to bring the Boathouse to life as a venue or business, including:*
 - a. *The option of calling for expressions of interest in 2024 for operators of the venue on the basis that they would invest in any necessary works to the building.*

Notice Received: 13 November 2023**Notice Given to Councillors** 13 November 2023**Date of Meeting:** 18 December 2023**Rationale:**

Rationale for Elevating Reservoir Boathouse to an Iconic Destination

1. Historic Significance:

Cultural Heritage: The Reservoir Boathouse stands as a testament to the cultural and historical heritage of the area. Elevating it to an iconic destination provides an opportunity to showcase and celebrate the local history, creating a bridge between the past and the present.

2. Potential as a Hub for Leisure:

Idyllic Location: Situated amidst picturesque parklands, the Reservoir Boathouse has the potential to become a hub for leisure and relaxation. Its serene surroundings make it an ideal location for people to dine, unwind, and enjoy the natural beauty of the area.

3. Economic and Social Impact:

Community Hub: Transforming the boathouse into an iconic destination can stimulate economic growth by attracting visitors to the area. This, in turn, can support local businesses and create job opportunities. Additionally, it can become a social hub, fostering community engagement and a sense of togetherness.

4. Overcoming Historical Constraints:

Old Covenant Discovery: The recent discovery of an old covenant has posed a challenge to the progress of improving the boathouse. However, by addressing this hurdle transparently and responsibly, we can demonstrate a commitment to historical preservation while still moving forward with the necessary improvements.

5. Cultural and Culinary Experience:

Dining and Celebration Venue: The Reservoir Boathouse has the potential to be a unique dining destination, offering a blend of culinary delights and cultural experiences. By curating events and celebrations, it can attract people from both the local community and beyond, becoming a sought-after venue for various occasions.

6. Transparency and Accountability:

Ensuring Progress: This report emphasizes the importance of transparency and adherence to due process. By outlining a clear plan and addressing any historical constraints openly, we aim to ensure that the community is well-informed about the efforts being made to bring the boathouse to life.

7. Collaboration for Success:

Community Involvement: Involving the community in the revitalization of the boathouse is crucial. Collaborative efforts, including public consultations and engagement, can generate ideas, garner support, and contribute to the success of the project.

Conclusion:

The Reservoir Boathouse, with its historical significance and idyllic location, holds immense potential to become an iconic destination for dining, leisure, and celebration. Overcoming challenges transparently, fostering community involvement, and highlighting the cultural and economic benefits will ensure the success of this endeavor. By elevating the boathouse to an iconic status, we not only enhance the local landscape but also create a lasting legacy for generations to come.

Attachments

Nil

11.6 ECONOMIC FORUM**Councillor:** Lina MESSINA**NoM No.:** 24/2023

Take notice that at the Council Meeting to be held on 18 December 2023, it is my intention to move:

That Council:

- (1) Congratulates the attendees on the success of the Economic roundtable discussions and the Economic Forum held on November 30th.*
- (2) Notes that outputs from the roundtables and forum will be used to inform a new Economic Development strategy for the City of Darebin.*
- (3) Requests that the CEO completes an evaluation report of the Economic roundtable and forum and presents this back to Council as part of the briefings on the new Economic Development strategy with the evaluation report to include:
 - a. Analysis of feedback from the events.*
 - b. An overview of the benefits of continuing a forum for the business community.*
 - c. An overview of future strategies that could be implemented to strengthen our business community within Darebin.**
- (4) Thanks staff for their work in conducting the round tables and forum.*

Notice Received: 4 December 2023**Notice Given to Councillors** 4 December 2023**Date of Meeting:** 18 December 2023**Rationale:**

Establishing economic chamber of commerce for a municipality is crucial for fostering local growth and prosperity. These platforms serve as vital conduits, facilitating collaboration between local businesses, government entities, and community stakeholders. By providing a platform for dialogue, Darebin Council can identify and address economic challenges, formulate strategic plans, and implement policies that promote and foster inclusion, address challenges and bring our business along any engagement process with council.

Furthermore, a platform that includes our business community play a pivotal role in attracting and supporting businesses. Through networking events, workshops, and resource-sharing, they create an environment that nurtures entrepreneurship and innovation. This collaborative approach enhances the overall business climate, encouraging investment and job creation, which, in turn, contributes to the municipality's economic vitality.

This economic chamber of commerce also serve as advocates for businesses, representing their interests in policy discussions and working to remove obstacles to growth. By fostering a symbiotic relationship between the public and private sectors, economic chamber become catalysts for positive change, driving the economic well-being of the municipality and its residents. In essence, they are indispensable in creating a thriving, resilient, and inclusive local economy.

Attachments

Nil

11.7 DAREBIN COUNCIL SERVICE DELIVERY - KEEP OUR STREETS CLEAN**Councillor: Lina MESSINA****NoM No.: 25/2023**

Take notice that at the Council Meeting to be held on 18 December 2023, it is my intention to move:

That Council:

- (1) *Requests the CEO to provide information via a Council briefing on existing service levels and performance levels for street cleaning, maintenance of greenery, waste collection services, toilet cleaning in parks and civic spaces including the existing schedules and frequency of service provision, to inform Council's consideration of options for funding and improving service levels within the 24/25 Budget development process, including:*
 - a. *Identifying areas where service frequency can be optimised or enhanced cleanliness*
 - b. *Implementing more regular cleaning cycles in high-traffic and sensitive areas*
 - c. *Investigating the feasibility of implementing sustainable practices that contribute to cost reduction*
 - d. *Exploring technological solutions and innovative methods to improve service efficiency and effectiveness*
 - e. *Investigating partnerships with local businesses or community groups for collaborative efforts in street cleanliness projects.*
 - f. *Options within the upcoming review of Local Laws to better manage unsightly, poorly maintained and unhealthy conditions on private property within the municipality.*
 - g. *Identifying possible costs savings that could be achieved to fund the an increase in service levels in these priority areas.*

Notice Received: 4 December 2023**Notice Given to Councillors 4 December 2023****Date of Meeting: 18 December 2023**

Rationale

The rationale behind prioritising effective service delivery, particularly in keeping our streets clean, is deeply rooted in the well-being and cohesion of a community. A clean and well-maintained environment is more than just an aesthetic concern; it directly impacts the quality of life for residents. Clean streets contribute to public health by reducing the risk of diseases, enhancing air and water quality, and fostering a safe and pleasant atmosphere for community members.

Moreover, a commitment to keeping streets clean reflects a sense of civic pride and responsibility. It instils a positive community ethos, encouraging residents to take pride in their surroundings and actively participate in maintaining a tidy environment. This collective effort not only enhances the physical appearance of the community but also strengthens social bonds, as neighbours work collaboratively towards a common goal.

Clean streets are also integral to economic development. A well-maintained community attracts businesses and investors, creating a positive first impression and contributing to the overall appeal of the area. In essence, it is the basic core of our service delivery, our community expect clean streets. As custodian of rate payers valued monies, cleaning streets is an investment and they expect that the service frequency delivery is effective.

Attachments

Nil

11.8 PLACEMAKING

Councillor: Lina MESSINA

NoM No.: 26/2023

Take notice that at the Council Meeting to be held on 18 December 2023, it is my intention to move:

That Council:

- (1) *Notes that the Council has a number of people on staff who have experience and expertise in placemaking.*
- (2) *Requests the CEO to provide a workshop for Councillors to explore options for accelerating placemaking within the Municipality including options for “quick win” actions and actions that that can be considered for funding as part of the 2024/25 budget development process, including cost savings that could be adopted to fund these placemaking options.*

Notice Received: 4 December 2023

Notice Given to Councillors 4 December 2023

Date of Meeting: 18 December 2023

Rationale:

Placemaking is a collaborative and community-driven approach to urban planning and design that focuses on creating vibrant, people-centered public spaces. It involves transforming ordinary spaces into lively, engaging environments that reflect the unique identity and needs of a community. The process often incorporates the input of residents, businesses, and local stakeholders to shape public spaces in ways that enhance social interaction, cultural expression, and overall well-being.

The benefits of placemaking for a municipality are numerous. Firstly, it strengthens the sense of community by providing spaces that encourage social interaction and a shared sense of identity. Placemaking can also boost local economies by attracting businesses, tourists, and residents, contributing to increased foot traffic and economic activity. Additionally, well-designed public spaces can improve the overall quality of life, promote physical and mental health, and enhance the environmental sustainability of an area. Ultimately, placemaking is a powerful tool for creating resilient, connected, and thriving municipalities.

Attachments

Nil

11.9 WAIVING LICENCING FEES FOR SPORTING CLUBS**Councillor:** Emily DIMITRIADIS**NoM No.:** 27/2023

Take notice that at the Council Meeting to be held on 18 December 2023, it is my intention to move:

That Council:

- (1) Notes that sporting clubs are required to pay Council for the use of sporting pavilions and sporting grounds.*
- (2) Notes that many clubs experience financial stress in maintaining the viability of their clubs.*
- (3) Notes that for many years Council has sought to increase the participation of under-represented groups in sport, such as women and girls, people from CALD backgrounds, people with a disability, people from socioeconomic disadvantaged backgrounds, LGBTIQ+ people and First Nations peoples.*
- (4) Receives a report at the February 2024 council meeting about waiving the licensing fees to commence from the FY 2023/2024 for sporting clubs that can demonstrate in future years a significantly increase in participation rates of the above mentioned diverse groups.*

Notice Received: 4 December 2023**Notice Given to Councillors** 4 December 2023**Date of Meeting:** 18 December 2023**Rationale:**

Local sporting clubs provide many benefits to the Darebin Community. However, participation rates in sport by diverse groups has consistently been low. Given Council's commitment to significantly improving participation rates of under-represented groups in sport, an opportunity exists for Council to provide a strong financial incentive to sporting clubs by waiving their licensing fees, if they can demonstrate increased participation rates of diverse groups.

Attachments

Nil

11.10 NORTHCOTE AQUATIC AND RECREATION CENTRE**Councillor: Susan RENNIE****NoM No.: 28/2023**

Take notice that at the Council Meeting to be held on 18 December 2023, it is my intention to move:

That Council:

(1) *Notes:*

- a. *The redevelopment of the Northcote Aquatic and Recreation Centre was completed by Darebin Council on time and on budget with expenditure of \$63.5 million.*
- b. *Darebin Council delivered and funded this project including through borrowings of \$49M in total from the Victorian Government of which \$10 million is a low interest Community Sports Infrastructure loan.*
- c. *At the official opening of the facility, the Minister for Community Sport spoke of Council's \$53 million investment in the facility.*
- d. *In the state government media release following the opening, the Member for Northcote Kat Theophanous said "The Victorian Government is giving communities the facilities they need so more locals can boost their health and participate in the activities they love."*
- e. *These comments understate Council's investment and overstate the State Government's contribution to the redevelopment of NARC as the State Government had no role in the planning, design and construction of the redevelopment, and made no financial contribution other than via a low interest loan and a Changing Places grant to the value circa \$26K.*
- f. *Despite minimal investment in the facility, the State Government Community Sports Infrastructure Acknowledgement and Publicity Guidelines stipulated that the Minister was entitled to open the facility and be named in first place on the plaque.*

And

That Council:

- (2) *Resolves to write to the Minister and the local member and invite the State Government to convert the loan to a grant so that the above statements are true and accurate representations to our community of the funding and commitment to the redevelopment of the NARC.*
- (3) *In the event that the loan is transitioned to a grant, refers consideration of using the entirety of the sum on the redevelopment of Bill Lawry Oval pavilion redevelopment project to the 24/25 Council Plan and Budget development process.*
- (4) *Requests that officers prepare a brief report for Council consideration at the earliest possible opportunity on criteria that Council can use going forward to consider applying for and accepting grants including acknowledgement and publicity guidelines.*
- (5) *Formally thanks all council staff and contractors who contributed to the delivery of the NARC project on time and on budget.*

Notice Received: 4 December 2023
Notice Given to Councillors 4 December 2023
Date of Meeting: 18 December 2023

Rationale:

Attachments

Nil

11.11 CEASEFIRE IN PALESTINE**Councillor: Gaetano GRECO****NoM No.: 30/2023**

Take notice that at the Council Meeting to be held on 18 December 2023, it is my intention to move:

That Council:

- (1) *Views with great concern the new phase of conflict between Israel and Palestine and the devastating loss of life and the destruction of infrastructure.*
- (2) *Notes the previous position of Council adopted in June 2021 in relation to Palestine and reaffirms the relevant parts of that position as follows:*
 - a. *Notes Darebin's Towards Equality Framework policy 'recognises the current climate change and social justice challenges that we encounter both locally and globally'.*
 - b. *Notes that Darebin is home to and welcomes people from diverse backgrounds and therefore reaches out to support Palestinian and Israeli members of the Darebin community whose relatives and friends have been affected by the recent violence.*
 - c. *Stands in solidarity with the Palestinian and Israeli communities in Darebin in condemning the recent violence and with the Palestinian community who are calling for their basic human rights in the Occupied Territories to be respected in accordance with international law.*
- (3) *Authorises the Mayor to write to the Prime Minister and the Minister for Foreign Affairs requesting advocacy at an international level for a ceasefire, just and lasting peace, the observance of human rights and stability within the region.*

Notice Received: 4 December 2023**Notice Given to Councillors 4 December 2023****Date of Meeting: 18 December 2023****Rationale:**

This resolution responds to many deeply aggrieved members of the Darebin community including Palestinians, Muslims, Jewish and residents from diverse backgrounds, who are calling for peace and an immediate and permanent cease fire in Gaza.

The humanitarian cry for peace and a cease fire by Darebin residents speaks to Darebin's Equity, Inclusion and Human Rights Framework (2019-2029) policy that recognises social justice challenges we encounter both locally and globally, noted in the motion.

In this regard, as stated by the UN Secretary General the situation currently unfolding in Gaza is such a perilous humanitarian crisis that an immediate cease fire is required.

Attachments

Nil

11.12 LOCAL NEWSPAPER ARCHIVE**Councillor:** Emily DIMITRIADIS**NoM No.:** 31/2023

Take notice that at the Council Meeting to be held on 18 December 2023, it is my intention to move:

That Council:

- (1) Notes that access to the local newspaper archive was removed in 2022 from Darebin Libraries and as of November 2023, Darebin has informed community members there is no time frame to restore access.*
- (2) The importance that local community historians play in preserving and amplifying the history of the area after colonisation.*
- (3) Receives a report at the March 2024 council meeting on options to restore local newspaper archive access to the community including community and professional historians.*

Notice Received: 4 December 2023**Notice Given to Councillors** 4 December 2023**Date of Meeting:** 18 December 2023**Rationale:**

The local newspaper archive was a highly valued resource that enabled a number of local historians to document and amplify the history of the area over many years. Access to this source was removed unexpectedly for historians and curious community members in 2022 and has not been restored.

Attachments

Nil

11.13 JCMP FEMALE FRIENDLY FACILITIES**Councillor: Emily DIMITRIADIS****NoM No.: 32/2023**

Take notice that at the Council Meeting to be held on 18 December 2023, it is my intention to move:

That Council:

- (1) Notes that in 2022, the State Government committed \$500,000 for the installation of Female-Friendly Facilities at John Cain Memorial Park in Thornbury.*
- (2) Notes that to date Councillors have not been updated about this project.*
- (3) Receives a report on the status of the installation of Female-Friendly Facilities at John Cain Memorial Park, including what works need to be done, where the contract with SRV is at, how council can work with Northcote City Football Club to make the project a success, the date of completion of the project and how council can accelerate the process.*

Notice Received: 4 December 2023**Notice Given to Councillors 4 December 2023****Date of Meeting: 18 December 2023****Rationale:**

In the FY 2023/2024 Victorian Government Budget, there is an allocation of \$500,000 for Female-Friendly Facilities at John Cain Memorial Park in Thornbury. Many members of the public are concerned about the project because no update has been provided to them or to Northcote City Football Club, whose home ground is at John Cain Memorial Park. Further, Councillors have not been update on the status of this project.

Attachments

Nil

12. URGENT BUSINESS

13. CONSIDERATION OF REPORTS CONSIDERED CONFIDENTIAL

In accordance with Section 66(2) of the *Local Government Act 2020*, Council may resolve to close the meeting to members of the public to consider the following items, deemed to be confidential in accordance with Section 3(1) of the Act for the reasons indicated:

13.1 Commonwealth Single Assessment Tender Update

This item is designated confidential because it is personal information, being information which if released would result in the unreasonable disclosure of information about any person or their personal affairs and private commercial information, being information provided by a business, commercial or financial undertaking that if released, would unreasonably expose the business, commercial or financial undertaking to disadvantage, pursuant to Section 3(1) (f) and (g(ii)) of the Act.

CLOSE OF MEETING

Recommendation

That in accordance with section 66(2) of the *Local Government Act 2020*, Council resolves to close the meeting to members of the public to consider the items designated confidential on the basis that the matters are confidential in accordance with Section 3(1) of the Act.

RE-OPENING OF MEETING

Recommendation

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


14. CLOSE OF MEETING

**CITY OF
DAREBIN**

274 Gower Street, Preston
PO Box 91, Preston, Vic 3072
T 8470 8888 F 8470 8877
E mailbox@darebin.vic.gov.au
darebin.vic.gov.au

 **National Relay Service**
relayservice.gov.au

If you are deaf, or have a hearing or speech impairment, contact us through the National Relay Service.

 **Speak your language**
T 8470 8470

العربية	Italiano	Soomalii
繁體中文	Македонски	Español
Ελληνικά	नेपाली	اردو
हिंदी	ਪੰਜਾਬੀ	Tiếng Việt