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MINUTES OF THE COUNCIL MEETING

Held on Tuesday 11 June 2019

Released to the public on Monday 24 June 2019



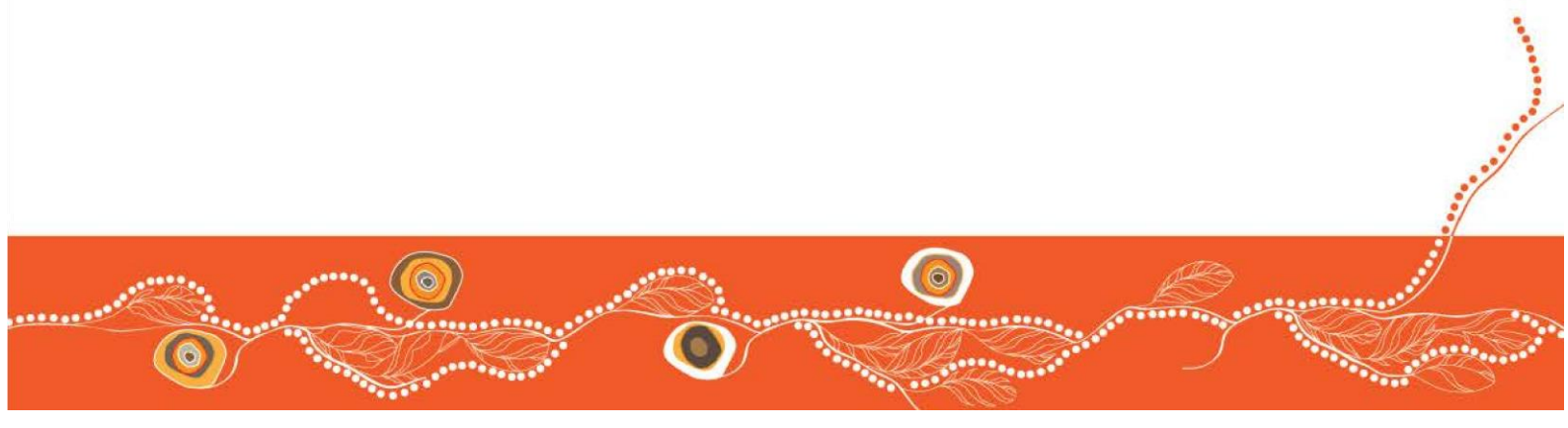
ACKNOWLEDGEMENT OF TRADITIONAL OWNERS AND ABORIGINAL AND TORRES STRAIT ISLANDER COMMUNITIES IN DAREBIN

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

Council also 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 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 8888 8470.

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 کی روداد کے نقاط ہیں۔ روداد کے کسی بھی حصے کے بارے میں مدد کے لیے براہ مہربانی 8470 8888 پر فون کریں۔

Vietnamese

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

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**MINUTES OF THE ORDINARY MEETING OF THE
DAREBIN CITY COUNCIL HELD AT DAREBIN CIVIC CENTRE,
350 HIGH STREET PRESTON ON TUESDAY 11 JUNE 2019**

THE MEETING OPENED AT 6.00PM

WELCOME

The Chairperson, Mayor Rennie opened the meeting with the following statement:

“Ngarrgma Wurundjeri Kulin Mirambeekal bik wenerop Darebin bagungbul Arweet dharro Ba Gangookal Nanggit Bambuth ba Yalingbu.

“I would like to acknowledge the traditional owners and custodians of the land on which we stand here today, the Wurundjeri people, and pay my respects to their Elders, past and present, as well as to Elders from other communities who may be with us today.”

1. PRESENT

Councillors

Cr. Susan Rennie (Mayor) (Chairperson)

Cr. Susanne Newton (Deputy Mayor)

Cr. Steph Amir

Cr. Gaetano Greco

Cr. Kim Le Cerf

Cr. Trent McCarthy

Cr. Lina Messina

Cr. Julie Williams

Council Officers

Sue Wilkinson – Chief Executive Officer

Vito Albicini – General Manager Operations and Capital

Cathy Henderson – General Manager Community

Rachel Ollivier – General Manager City Sustainability and Strategy

Melinda Viksne – Manager Governance and Performance

Jess Fraser – Manager Equity & Wellbeing

Teneille Summers – Acting Coordinator Community Wellbeing

Karlee Ferrante – Acting Coordinator Governance, Council Business and Civic Services

Michelle Martin – Council Business Officer

Bhasker Mehta – IT Service Desk Officer

2. APOLOGIES

Cr. Tim Laurence was on an approved leave of absence.

3. DISCLOSURES OF CONFLICTS OF INTEREST

Cr. Lina Messina declared a conflict of interest in Item 8.2 – 2019–20 Commonwealth Home Support Programme Agreement.

With leave of the Chairperson, Mayor Rennie, Cr McCarthy proposed to alter the order of the agenda.

Motion

MOVED: Cr. T McCarthy
SECONDED: Cr. G Greco

That Council alters the order of the agenda to consider item 10.1 prior to Item 8.1 and then to continue with the other reports as per original order.

THE MOTION WAS PUT AND CARRIED AND BECAME THE COUNCIL RESOLUTION AS FOLLOWS:

Council Resolution

MINUTE NO. 19-079

MOVED: Cr. T McCarthy
SECONDED: Cr. G Greco

That Council alters the order of the agenda to consider item 10.1 prior to Item 8.1 and then to continue with the other reports as per original order.

CARRIED

4. CONFIRMATION OF THE MINUTES OF COUNCIL MEETINGS

Council Resolution

MINUTE NO. 19-080

MOVED: Cr. K Le Cerf
SECONDED: Cr. L Messina

That the Minutes of the Ordinary Meeting of Council held on 20 May 2019 be confirmed as a correct record of business transacted.

CARRIED

5. QUESTION AND SUBMISSION TIME

Mayor Rennie addressed the gallery and outlined the process for Public Question Time. The Mayor stated that questions submitted online by people in attendance at the meeting would be addressed first, followed by questions raised at the meeting. Questions submitted by people not present at the meeting will be responded to in the published minutes, in order to allow those in attendance at the meeting to be heard.

The Chairperson, Cr Rennie, responded to the following questions submitted for Public Question Time.

- **Diane Chybowski, Reservoir**

What is the proposed plan for the old Library site at Reservoir? Could a multilevel car park be considered?

Response from Chairperson, Mayor Rennie

A detailed analysis and strategic review of key Council properties (including the former Reservoir Library building) is currently underway, which will identify options for the future use of these significant assets in support of our Council Plan objectives. All options will be considered as part of this review.

- **Alister Bayston, Northcote**

Please provide a full financial breakdown of the costs to date and expected future costs incurred or to be incurred on the Darebin Parking Strategy 2019-2029. That should include, but not be limited to:

- (1) external reports and advice;
- (2) travel & study tours;
- (3) 3 printing and materials;
- (4) the cost of internal resources including management time.

Response from Chairperson, Mayor Rennie

External costs to date have been around \$300,000 across two financial years as a result of specialist advice, collection of data, consultation and document design. Staff time has been estimated at around \$160,000.

I can confirm that no study or travel tours have been undertaken.

- **Damien Dempsey, Northcote**

How many vendors responded to the tender or quote process that was conducted to engage the consultant "Institute for Sensible Transport"?

Response from Chairperson, Mayor Rennie

I'll need to take this question on notice as this relates to a statutory procurement process under the *Local Government Act* regarding public tender processes. We are currently seeking advice about what can be publicly released.

We do think that we will be able to make it available, but we will need to check.

- **Damien Dempsey, Northcote**

Why is the parking strategy and implementation of actions not included in the initiatives or major initiatives in the FY18-19 and proposed FY19-20 budgets?

Response from Chairperson, Mayor Rennie

It is not possible for Council to list every single matter individually in the budget papers, but the work is referenced in the 2018/19 Action plan which is the supporting document. The 19/20 Action plan is not yet finalised.

- **Pat Thurgood, Northcote**

Will Council clearly explain, in quantifiable terms, the short and long term impact on emissions and/or the environment as a result of severely reducing local, visitor and business traffic with the implementation of the draft Darebin Parking Strategy.

Response from Chairperson, Mayor Rennie

Council has not estimated the impact of greenhouse gas emissions on proposed draft parking restrictions, but we do know that transport is a main source of greenhouse gas emissions in Darebin.

- **Pat Thurgood, Northcote**

Why does Council continue to allow high density developments to proceed without the mandatory requirement of off-street parking, thus impacting on the environment and existing residential parking?

Response from Chairperson, Mayor Rennie

For a development to be able to proceed with only a building permit, they must not trigger the need for a planning permit. This would only apply in cases where a building is planned to incorporate car parking in line with the current Victorian Planning requirements – which do require appropriate car parking to be included.

It is open for developers to seek to provide less parking than is outlined in the Planning Scheme, but to do so, developers have to apply for a planning permit and to provide evidence that there is still an appropriate number of car parks and that what they're seeking doesn't adversely affect the neighbourhood.

When it makes planning decisions, Council is required to make decisions in accordance with the Planning Scheme and Council decisions are subject to appeal at VCAT.

- **Paul Blamire, Northcote**

The Mayor has justified a proposed ban on visitor parking permits for properties built or renovated since 2004 within a large zone of Darebin by saying - in an email directly addressed to me - that such properties should be able to accommodate all visitors off-street. Are you confident that each and every approval granted by council since 2004 is consistent with this provision of off-street parking? If this isn't the case, do you agree that a more resident-oriented strategy is appropriate would be appropriate?

Response from Chairperson, Mayor Rennie

While it's obviously impractical to reassess every permit since 2004, I can confirm that Council is required to apply the Victorian Government requirements for car parking in developments. We have been specifically seeking feedback on the proposed arrangement for visitor parking permits.

I'll take the rest of your question as a comment but do note your concerns about post-2004 dwellings – thank you.

- **Gary Wills, Northcote**

- (1) Who was responsible for initiating the Darebin Draft Parking Strategy?
- (2) How much are Capire Consulting being paid for their work on the Draft Parking Policy?

Response from Chairperson, Mayor Rennie

- (1) Council's Darebin Transport Strategy identifies the need to develop a Parking Strategy as Action 29. This work follows this requirement of the Council Transport Strategy. The Transport team has been undertaking the work.
- (2) This information is Commercial in Confidence under Section 34 of the *Freedom of Information Act*. Overall, external costs to date have been around \$300,000 over two financial years including specialist advice, collection of data, consultation and document design.

- **Anne Laver, Northcote**

- (1) In seeking to blame officers for the parking strategy debacle have Councillors who have taken this position, not also conceded that, by implication, they vacated their role as advocates for and protectors of the community?
- (2) How will the Darebin Council honour the goal of being open and transparent with the community?

Response from Chairperson, Mayor Rennie

- (1) I'll take that question partially as a comment. I can say that in my experience every one of the Councillors in this room takes their roles seriously and aims to serve the community and spends many hours of every week doing that.
- (2) Darebin Council takes its commitment to openness and transparency very seriously and is demonstrating this through by doing such widespread consultation on parking and many other topics. There are now fewer matters heard in-camera than ever in the past and I think that's also a demonstration of that transparency that most matters have been moved out of in-camera discussions and are now held in public.

- **Jessica Owen, Northcote**

The limitations on visitors permits and prohibitive costs will impact access of carers (grandparents looking after grandchildren and adult children assisting elderly parents). Has the council budgeted and planned for additional requirements for walking distance childcare and aged care at home support? If so, can you detail the additional financial allocation you anticipate?

Response from Chairperson, Mayor Rennie

Through the community consultation process, we have been actively seeking feedback on the proposed visitor permit arrangements, such proposals for a carers permit.

Modelling hasn't been done in regards to the specific matters you are asking about but we have had a lot of similar feedback to that and has been taken to account.

- **Peter O'Connell, Northcote**

Council published information on the proposed Darebin Parking Strategy refers to 25 petitions being made requesting parking restriction be introduced in a range of streets in the Darebin City Council jurisdiction. A thorough review of Darebin City Council Meeting Minutes reveals a number far less than this in an 18 month period - some 14 in total (a number actually ask for parking restrictions to be removed).

My first question is how many petitions were received and publicly presented at Council Meetings in the period 1st January 2018 to 25th May 2019 specifically asking for permanent parking restrictions to be imposed in the Darebin City Council jurisdiction and publicly noted in the related Council meeting minutes?

My second question is to ask the Council what was the full list of recommendations made and what were the alternative recommendations made by the appointed consultants engaged to prepare the Darebin Parking Strategy in their final report to Council?

Response from Chairperson, Mayor Rennie

- (1) **There are three ways that parking petitions can be presented to Council. This can be through a public petition at a Council meeting, a proforma petition directly to staff or in letter requesting change to staff.**

Twenty-three parking requests of all forms were received between May 2018 and May 2019. One requested the removal of restrictions, all others requested installation of new restrictions or modification of existing restrictions. While the Parking Strategy is being reviewed, consideration of all these requests has been put on hold and others have been decided through officer delegation. So, not many have been put through the chamber for decision in that time; it hasn't been the standard practice.

- (2) **Council has received a range of advice in developing the Parking Strategy. You can find much of it on the website including the Darebin Strategic Review, which was written in 2018 to provide background advice and data for Council. It contains a number of broad-ranging recommendations.**

• **Serena O'Meley, Reservoir**

- (1) Councillors have told members of the public that Darebin Council has received 25 petitions from residents requesting changes to parking restrictions.
- a) Why haven't all of these petitions been formally presented to Council meetings and recorded in the minutes?
 - b) Has Council made any changes to street parking restrictions based on petitions that have not been formally presented to Council meetings?
- (2) Given that signing a petition is a public act, in the future will Council undertake to:
- a) table all petitions on any subject in Council meetings; and
 - b) ensure that the number of signatories to a petition are always formally recorded in the minutes?

Just to clarify this, if for instance all of the residents around Ruthven Station all have a problem with parking in their street they could all individually put petitions to Council and the result would be that other people who would need access to that area would be disadvantaged and wouldn't even know how it came about unless it was tabled in Council through the minutes.

Response from Chairperson, Mayor Rennie

- (1) **It hasn't been the process of this Council for as long as I can remember for petitions to have to come to a Council meeting. Part of the reason for that is that**

it holds up business and means that people have to wait longer to have parking issues in their streets resolved. So the process was streamlined many years ago so that there was a way in which residents could contribute to decision about parking in their street and get action. So were parking restrictions put in without it coming to Council? - there certainly have been.

- (2) I will have to take that question on notice, it is not necessary in terms of the process and might be more cumbersome and actually result in hold-ups for the residents, but we will review that and get back to you.

Thank you and I do understand the purpose of you wanting it to come to Council and that process as I said it hasn't been the process because we have responded to residents in their streets individually and in fact there have been significant requests from the community for this process to continue in that way. That will be something that we consider.

- Ignazio Ranno

In the Darebin parking strategy review 2018 there were several findings that seemed relevant to the strategy that did not appear in the Parking strategy.

Across all of Darebin only 4500 cars are used to drive to the station. These 4500 Drivers plus passengers make up only 3 trains at full capacity. The results below and in the 2018 Darebin parking Strategy review highlight the that distribution of the under supply of parking is not uniform across Darebin (table 4 page 63). How will these location specific issues be addressed by the proposed blanket plan? And what do you expect the Park and ride passengers to do if you do nothing to support them?

Why disrupt large portion of Darebin if the problems are identified as localised by your own report?

Response from Chairperson, Mayor Rennie

There are various approaches to managing parking to balance the needs of residents, businesses and visitors.

The draft proposal includes a consistent approach to restrictions. It is true that this approach has less flexibility to make fine-grain local adjustments. There are also some benefits in having a consistent approach.

In regards to 'park and ride', officers will respond in writing with some of the specific studies and research documents on this topic. But I note that much of the feedback received was similar to yours.

EXTENSION OF TIME

Council Resolution

MINUTE NO. 19-081

MOVED: Cr. G Greco
SECONDED: Cr. J Williams

That Question and Submission time be extended for a further 30 minutes.

CARRIED

- Libby Zerna, Northcote

- (1) Get a transparent process moving forward with the named line items that we would be able to track going forward.

The costs are imbedded into other line items, there is not a trackable/transparent process and that's why we are asking because it is not clear what the year to date figures are, and so if it is unclear at this stage it is unclear moving into the future. We would like a clear and transparent process moving into the future of how we track the expenditure of this strategy

- (2) As part of a safe, environmentally sustainable transport strategy, the community would rightly expect Council's ongoing financial commitment to infrastructure and maintenance to support the Strategies success, particularly regarding improved walking and cycling infrastructure (Major Initiative #3, Initiative # 8, 9 & 10).

In the projected budget figures to 2023, Council fails to commit to providing this critical infrastructure to the community with a budget decrease in areas such as Footpaths & Cycle-ways, Open Spaces & Streetscapes and Other Infrastructure.

As the proposed Parking Strategy 2019-29 (or any future version to be developed) covers the coming 10 years and promotes the increased uptake of walking and pedal power, could the Council clearly announce the \$ figure it will commit annually to ensure the rollout of cycle paths, street lighting and other necessary infrastructure (plus all appropriate ongoing maintenance) to ensure the successful integration of such a strategy?

Response from Chairperson, Mayor Rennie

- (1) **With respect to line items, I will refer that to the CEO for consideration of how the budget is presented.**

Any future expenditure would depend on the motion that is going to be debated tonight, so there may be no future expenditure, but I will refer to the CEO who is responsible for overseeing the development of budgets and the way in which they are presented.

- (2) Council has historically and continues to invest heavily in infrastructure to support walking and cycling. \$1.9 million has been committed to sustainable transport in 2018–19, and the 2019–20 Draft budget similarly commits \$1.9 million. There are other significant amounts of investment that are captured in the operational budget in terms of maintenance of footpaths and other infrastructure that enables walking and cycling. So in relation to forward years, I will have to refer that to the CEO and we will get back to you with a response as to why that is.
- **Scott Wallace, Northcote**

Clarification on the 2004 question, on a double fronted residents on a block over 300 metre squared council planning is not required for construction. Post 2004 properties in this category get no visitor parking and no resident parking and I was wondering why that would be the case particularly as it contradicts the VPP policy which specifically excludes from scope residents that don't increase occupancy on the lot.

Response from Chairperson, Mayor Rennie

Thank you for the question and obviously that related to the current parking policy and I have heard that concern and want to reassure you that we have heard that concern very loudly. Both the current and proposed parking permit policies don't allow dwellings built and occupied after 2004 to obtain residential parking permits and this is because at the time that was implemented Council wanted to minimise the impact of new developments on the existing residents, shops and services, but rest assured we have heard those concerns come out very clearly in the consultation process.

- **Scott Wallace, Northcote**

How will this, or future parking strategies ensure the safety of women, the elderly, the disabled, (and men!), in their use of train and other facilities in the affected zones

Response from Chairperson, Mayor Rennie

Safety is a high priority for council. In regards to the Parking Strategy, I will take your question as a comment. I would also note that safety is a much wider issue than just parking and we are looking at this in a number of projects around the municipality.

- **Fiona Dickson, Northcote**

(1) Who initiated the parking strategy was it Councillors or was it staff?

The length of hours that the parking permit restrictions were suggested is 8am until 11pm seven days a week. How anyone can possibly be safe walking home or cycling home from public transport after dark in any of this municipality is beyond me.

Response from Chairperson, Mayor Rennie

- (1) Several years ago in consultation and through discussion at briefings and other forums it was determined that Council should have a Parking Strategy. It was recommended to Councillors that a Parking Strategy be developed as it was a contemporary thing to do in other municipalities. So the agreement was that it be something that was delivered and dollars were allocated in the budget for the delivery of a Parking Strategy.
- **Andrew McIntyre, Northcote**

Why is there no mention of the parking strategy in the Darebin Newsletter?

Response from Chairperson, Mayor Rennie

Council's previous newsletter, so not the newsletter that arrived in people's letter boxes in the last week, did actually talk about the Parking Strategy consultation that was coming up. Because it was likely the current newsletter would arrive once the consultation was complete, it wasn't included in this letter because it was included in the previous one.

- **Tony Trapani, Northcote**

Going forward if this policy or strategy is removed, how does Council make a decision on changes to street parking? Is that posted somewhere on a website and do we know before it happens that it is going to happen?

Could the Council take under advisement to consider a website for transparency to allow us to see what is going on.

If we don't want the parking restrictions, can we come to you and tell you that we don't want them in our streets?

Response from Chairperson, Mayor Rennie

Council has been making decisions based on resident feedback in petitions which I have previously outlined. Council does not have a website that it posts changes that are occurring to street signs or parking restrictions; however, affected households are notified in writing and their feedback is requested prior to any restriction change.

I will take the website suggestion under advisement.

Absolutely you can, Council process has always been that those restrictions by and large have been initiated by residents.

- **Marina Crane, Reservoir**

- (1) Areas with congestion issues are also areas with multi-level apartments or multi-unit/townhouse developments - why have/are builders exempt from providing appropriate parking for each apartment and why is this the council's view?
- (2) Re the Preston Market - what is the council's view on the development of this site, and will it provide the same number of free parking spots that there is now and if not why not?

Response from Chairperson, Mayor Rennie

- (1) For those of you who aren't familiar with the Planning Scheme, apartment buildings with one or two bedrooms are typically required to provide one car park and apartments with three bedrooms or more are required to provide two car parks, so that is the essential, plus visitor car parking, but there are exemptions in the Planning Scheme if they in major transport corridor.

So, there are quite tight guidelines that aren't Darebin Council guidelines – they are Victorian State Planning guidelines. So multi-level apartments and townhouse developments must meet the requirements of the Victorian Planning Scheme, which includes providing appropriate car parking.

It is open for developers to seek to provide less parking than what is outlined in the Planning Scheme, but to do that developers have to apply for a planning permit and provide evidence that there is still an appropriate number of car parking and that what we are seeking doesn't adversely affect the neighbourhood. When it makes planning decisions, Council is required to make decisions in accordance with the Planning Scheme and Council decisions are subject to appeal to VCAT.

One of the sources of data that is used for determining the amount of car parking is census data that shows how many car parks are being used in apartment buildings and typically what we actually know from the census is that some of the car parking in those apartment building is unoccupied and is not being used. So developers rely on that data for when they are wanting to provide less so we actually know that there are empty car parks in apartment buildings. So that means that maybe people are opting to park on the street instead of in their off-street parking.

- (2) Council is currently consulting with the community on future planning controls for the Preston Market. Two of the draft principles, approved by the Minister for Planning and endorsed by Council, relate to parking and transport and it has certainly been our position that parking should be available but obviously that site is privately owned and is not a Council site.

• **Juliet Hall, Northcote**

- (1) I received a flyer to my Northcote High St business, prior to the release of the draft parking proposal, which indicated that council was planning to introduce paid parking to local shopping areas in Darebin. The parking strategy doesn't list any detail about that.
- Does council or the strategy have a plan to introduce paid parking to local shopping areas?
 - If council does intend to introduce paid parking, what if any, economic assessment has been made of the effect of introducing paid parking on the small businesses in Darebin, both in the short and long term?
- (2) People come to local shopping areas to be a part of a wider, vibrant community. We really feel that the introduction of paid parking would detrimentally effect that feeling of community and traders and small business owners are very fearful that the business could go from the local area to the larger shopping centres. You talk about that parking sensor technology, could it be possible that that suggest technology be used for monitoring paid parking.
- We are aware that there is \$400,000 in the Darebin Council budget for parking sensor technology. Would it be possible for this suggested technology to be altered for use for monitoring paid parking?

Response from Chairperson, Mayor Rennie

- (1) The strategy, which is a draft, said that paid parking would be considered for investigation. So there wasn't a plan to implement it, there was a plan to consult about that. Funding has been allocated in the 19-20 draft budget for investigation of the technology, but the investigation has not been done and there are no specific plans.
- (2) I am going to have to take that on notice, but there certainly has not been any decision in relation to putting in paid parking or sensors. We were going to explore all the options and we're aware that many traders were asking us that there were ways to ensure that people don't overstay so that there is turn over and sometimes sensors can be used with or without paid parking.

Response from Chief Executive Officer, Sue Wilkinson

(2) The money that is in the draft budget is allocated for a range of reasons that are parking-related and not just the investigation of enforcement measures or compliance measures. In the event that Council supports the strategy and decides to go ahead, we would need to look into the next phase of that. So we don't have a view on technology at this point and would need to research and prepare business cases; some of that money in the draft budget was indicated for that purpose. If Council makes a different decision, then obviously have to make a different decision about the allocation of that funding. There are other elements of that which is about maintaining the existing compliance requirements that we already have and the ongoing rolling changes that occur as part of the natural cycle right throughout the city. So at any given time there is quite a lot of activity and upgrading of signs and replacement of signs right across the city in line with asset management requirements. The amount is a bundled number that is a bit hard to specifically unpick for the purpose of tonight and I am very happy to speak to you separately, but some of that was for the investigation of technology.

- **Shelley Anderson, Northcote**

I am the president of the Northcote Traders Association. As everyone can imagine parking has a significant impact on our livelihoods. One of the things that I would like to find out is that the document states that there will be an increase in population in Darebin of 64 800 over 20 years and as a result will require an extra 41 000 car parks but no explanation as how you calculated that number is provided in that document. You only reference if current behaviours and trends continue and yet this is the premise for the whole strategic review in relation to the growth population of cars. Can you please provide details as to how that was determined?

Response from Chairperson, Mayor Rennie

As your question was received after 3pm, we haven't got an answer prepared so I will take that question on notice and make sure that we do get an answer back to you.

- **Chris Erlandsen, Preston**

In terms of retail and the activity centres, in particular Preston Central and specifically Preston Market. Can you guarantee that this strategy will not kill retail?

Response from Chairperson, Mayor Rennie

The future of this strategy will be determined by the debate that is going to be had later tonight. As previously stated, Council is working with the VPA, who are the authority responsible for planning the long-term future of the Person Market site and Council has made it very clear that car parking is of significance to the future of the site and its viability.

- **Simon Lusted, Northcote**

Given the parking strategy and consultation process has gone on for some time (2 years) how did it get this far without Council or the consultants realising the obvious degree of resistance or the overwhelming anxiety in the community? Are there interim reports by consultants that can be publicly reviewed from the consultation process? Why did early consultation appear to fail or not be representative? What has Council learnt?

Response from Chairperson, Mayor Rennie

Obviously the consultation process has been going on for some time and we will take that on notice in terms of a fuller run-down. The earlier parts of the consultation focused on the aims and things that were trying to be achieved through a Parking Strategy and looked at data collection and how we prioritised use of road space. So it wasn't until a much later stage in the development that a more specific process relating to implementation came up – that is the process that has caused such high levels of concern and feedback.

- **Anita Lemaire, Northcote**

- (1) How the 2 hours both sides of the street from 8am until 11pm was reached and who those 2 hours are for? So in my street it wouldn't serve residents, those going by train, it wouldn't; serve the people visiting the local oval, cleaners working the standard 3 hours, share households and I was wondering who exactly as the 2 hours would be like a no standing sign.
- (2) For people who have unusual circumstance where they really need something that is outside the current plan, is there a system where those people can apply for something?

Response from Chairperson, Mayor Rennie

- (2) One of the purposes for putting out a draft and requesting feedback is that it is a consultation to get feedback and hear about how we can make sure that the strategy is appropriate.

Response from General Manager City Sustainability and Strategy, Rachel Ollivier

- (1) In regard to the 2-hour restrictions, there are several different approaches that can be taken to restrictions and so this proposal that has been developed is very similar to one that Moreland has recently considered and put through. So on balance, it is tricky to find an approach to restrictions that works for visitors and businesses and residents and this is the one that we decided to test with the community.

- **Annalisa Pignatan, Fairfield**

- (1) In relation to development and parking with the census results. In relation to building such as Nightingale in Fairfield, Council please clarify how the apartments were permitted to be built without car spaces especially now that the restrictions are being placed forward out more pressure on the local area.
- (2) Exclusively speaking about Fairfield and the trading area, if the parking that we currently have isn't being monitored and policed properly, what is the point in extending the zone and the restrictions only to cause more grief for residents and traders in the area.

Response from Chairperson, Mayor Rennie

- (1) The Nightingale development was approved a number of years ago, it is and has been developed by a group who do a number of similar developments including a number in Brunswick. They are apartments that are specifically designed for owner-occupiers who don't own a car and they have a wait list of people wanting to purchase into those developments. So the model has been very successful in Moreland, in Brunswick, and the people that move in don't have cars. A few of us made a visit to the development recently and have heard that the people moving in don't have cars so I think that there is a place for people who have never had a car or may not have a licence to be actually be able to buy an owner-occupied building where they are looking for other features. It is not a typical model that we see and it is the only building in Darebin and it was also approved at VCAT on appeal.

Response from Chief Executive Officer, Sue Wilkinson

- (2) Council needs to make sure that it can enforce parking restrictions where they are implemented. As the community know this strategy was released as a draft and in the event that it progresses, what Council would need to do is work out how it would adequately resource compliance because the intent is that if you put in restrictions, you enforce them. In terms of the current arrangements, there is no doubt that we are a bit stretched at the moment in terms of compliance and that is something that I would need to talk to Council about separately. But we work really hard to provide good coverage of the city and treat all areas fairly, but it is a bit of an ongoing discussion.

EXTENSION OF TIME**Council Resolution****MINUTE NO. 19-082**

MOVED: Cr. S Newton
SECONDED: Cr. L Messina

That Question and Submission time be extended for a further 30 minutes.

CARRIED**• Terry Logozzo, Northcote**

- (1) What evidence will the Council provide of all streets which have been nominated within 400-metre zone of High Street and of train stations, what evidence will Council provide all residents of what actually is the car congestion? Will the Council provide all residents within these zones the details of what the alleged parking congestion in their streets?
- (2) Excluding Melbourne City Council, has any other council adopted a similar parking strategy to what has been proposed by Darebin Council?

Response from General Manager city Sustainability and Strategy, Rachel Ollivier

We certainly collected data for occupancy on much of the area where restrictions were proposed, but not all of the area. I'm happy to step anyone through the detail on that. The way we did that was on a Thursday and a Saturday, to test both daytime occupancy as well as evening parking occupancy from 1pm in the afternoon through to 10pm at night. The other thing that the team considered is that, when there is acute parking pressure and you introduce restrictions, what tends to happen is you move where people park out. So, they have been thinking about a whole area and not an individual street.

In regard to the second question as to whether there are similar approaches in Melbourne, yes Moreland is the other example that you would look to, or Port Phillip.

• Carolyn Lunt, Northcote

- (1) Can Councillors please explain what the connection is between the Parking Strategy and the Climate Emergency Plan?
- (2) The second question: where is it in the Climate Emergency Plan that the discouragement of private vehicle use is recommended?

Response from Chairperson, Mayor Rennie

Thank you for your questions Ms Lunt. I won't be able to go into full detail as I don't have the documents in front of me to refer you to the parts. We have looked at where emissions are occurring and transport is a major source of emissions in Darebin. So we will take that on notice, thank you.

- **Dan McHannigan, Northcote**

- (1) In developing this new Parking Strategy for Darebin, has Council considered its obligation under the Victorian Charter of Human Rights? Because they are taking an existing right of the residents of Northcote and we will have to pay for fees and be subjected to the tyranny of Parking Officers.
- (2) How much money are you going to make out of our community by implementing this strategy?

Response from Chairperson, Mayor Rennie

- (1) Council did examine a wide range of human rights issues. Both the consultation plans and the draft proposals were considered through these lenses. If you have any questions about specific aspects of the proposals and how they relate to human rights, officers would be happy to discuss that with you.
- (2) The proposals and the strategy around parking permit costs (which were the only things in the draft that were suggested) were a partial cost recovery for the cost of implementing a parking permit strategy, so this strategy was not, the draft that was out, was never about raising revenue for Council.

- **Karen Dinakis, Northcote**

- (1) With regard to the 400 metres, specifically at Dennis train station, the 400 metres goes beyond the allocation of where the 2-hour parking is. I've only looked at my particular area. I have two questions. One is how many other train stations are affected by beyond the 400 metres and why are those streets included beyond the 400 metres if it is only 400 metres?
- (2) The second question is how do I get to enjoy social events such as going to the football at the MCG, going to the cinema and doing shopping in the city if I am restricted by 2 hours, especially on the weekends if it is from 8am – 11pm. If the aim is to reduce driving, parking at a train station for two hours, I'm unable to achieve that.

Response from Chairperson, Mayor Rennie

- (1) Thank you for those questions I'm going to take them partially as comments noting that this was a consultation and I will ask Ms Ollivier to respond to that question.
- (2) I'll take that as feedback and we have had much similar feedback and that's why this has been a consultation process so please be assured that in the process of consulting we were open to hearing feedback such as yours and we have heard that clearly.

Response from General Manager City Sustainability and Strategy, Rachel Ollivier

- (1) Essentially we have tried to communicate clearly to people so we have provided a map of where the proposed boundaries are and the approximate distance from the shopping strips, so for a specific area it is worth looking at the map and if there are specific questions about why in that particular area that was chosen, we will be really happy to answer them.

- **Diana Page, Reservoir**

It's in reference to obviously the exclusion zones and inclusion zones. I have received confirmation from Council that the parking restrictions with regard to stations is the responsibility to provide sufficient car parks to the commuters. I am a resident as well as a commuter, so will Council Local Government be petitioning State Government for allocated funds to accommodate parking at venues such as railway stations that people use to commute to and from work and other social activities?

Response from Chairperson, Mayor Rennie

We will take that question on notice and get back to you in writing.

- **Adrienne Fitt, Northcote**

- (1) I would like to give an example of my street. During the day there is barely any cars in my street, after 3.30pm we get some parents come home and they are in the street. At night the street is full. There is only parking on one side and it's full, it's all residents. With the proposed parking strategy nothing will change. Those residents will need to get parking permits. I don't understand what this parking policy is doing except charging us more money to do what we do today. There is no issue on my street, there is no issue on many streets. What is the purpose of this strategy? In simple terms.
- (2) The second question is due to already restrictive parking in Preston, I caught a train here tonight. It took me an hour. Driving is 20 minutes. I've got two young boys at home that are cooking their own dinner. I've got a third young boy travelling from Toorak where he has his language school that is usually collected by me. How are you going to improve the lighting around the stations including Clifton Hill, which is not in your jurisdiction and so out of your control, so that I can travel back home safely tonight?

Response from Chairperson, Mayor Rennie

Thank you for those questions and that comment. In relation to safety and lighting, Council has recently undertaken a significant mapping and survey exercise to actually identify places where people don't feel safe. We do work closely with the Metropolitan Transport Forum to look at issues such as safety all around the public transport network across the whole of Melbourne. We did also undertake a recent Darebin-wide survey to locate places where people felt less safe in the municipality.

- **Liz Schroeder, Thornbury**

- (1) I wanted to ask why the Council flyer has only gone to residents in areas where the parking restrictions would apply when all residents, including residents outside those areas, would also be impacted for example by not being able to park at the station for more than two hours or by the overflow parking that would move into the streets adjacent to the parking areas to where the parking would be restricted? I found out about it through word-of-mouth and none of the people in my street knew about it.
- (2) The proposed strategy would discriminate against families that have young children, people with mobility issues, older residents who might not have the capacity to walk the distances that have been imposed by this strategy, people concerned about their safety for example. How were these discriminatory aspects be taken into account when the proposed strategy was developed and how will Council guard against this discrimination should the parking strategy be introduced?

Response from Chairperson, Mayor Rennie

Thank you for your question. In relation to the consultation letter that was sent out to people that were within the identified zone, that was not the only form of communication with people. We actively went out to the media to make sure that the people did hear about the consultation and knew that there was an opportunity to make a comment. We also used social media and newsletters and other ways of actually engaging with people to ensure that people knew beyond the zone.

I do hear you and obviously we will take that back for consideration next time. The letterbox drops specifically went to those areas that we knew people would be impacted most directly because it would be their streets in question.

- **Sarah Patterson, Northcote**

- (1) I just want to follow up on a gentlemen's request about the equations for revenue raising from fines, I know permits were mentioned but what about the long-term revenue from the Council for fines.
- (2) Following up on another resident's comment: what does the Council propose to do to offset the risk of people walking home at night at risk of their safety.

Response from Chairperson, Mayor Rennie

- (1) I haven't seen modelling in terms of long-term fines. I'd have to refer that to the CEO. Certainly at the moment, the fine revenue, I don't believe it actually covers the cost of the program so at the moment Parking Officers cost us money not make us money – just to be very clear about that.

Response from Chief Executive Officer, Sue Wilkinson

- (1) Through you Mayor, thank you for the question. It really depends on what Council determines. So if Council decided to proceed with the whole of the proposal, then we could model what estimated income might be from fines. If Council decided not to proceed with the proposal, then the same situation that exists today would exist, so it really depends on what happens this evening to be honest.

Traditionally though, it really is very rare for parking income here to be greater than the cost of running the parking service. So just in terms of the nature of the cover and the staffing costs – the other thing is that if you get a parking fine for example and you don't pay that on time, you know there is a cost escalation like there is with most fines. That is not money that Council collects, that goes into a centralised State Government process, but we have to administer that on behalf of the State. So in a nutshell, until it is clear what Council intends to do with the strategy, I wouldn't be able to indicate what the costs versus the income would be, but if Council proceeds, once we have got clarity on that, then that is something I can provide some projections on.

- (2) Through you Mayor, thank you for the question. Quite apart from this strategy, discussion about improving community safety and the sense of community safety is something that Council and Council staff talk about a lot. I don't think there would be anyone in this room that isn't conscious of that issue no matter where they live. So what we do try to do, we have a whole team who are dedicated to this topic – community safety and perceptions of safety – because sometimes perceptions are real even when areas are quite safe. Sometimes very unexpected and very tragic things happen even in the best urban design environments, so that is the reality of it. That is an ongoing piece of work for us, so we are constantly looking at the community and the environment, and we take every opportunity we can.

For example the removal of the level crossings – one of the things that we are working really hard with the State Government on is to make sure that in removing those level crossings and rebuilding stations such as at Preston and Reservoir that we take the opportunity to encourage the State. In fact in Reservoir we have done quite a lot of work to improve the circumstances of Reservoir station in terms of community safety by making sure there is a visible line between the two sections of the centre, making sure there is good lighting and activation on the train station site. So we try to use every discussion we have in terms of those changes that occur gradually to address community safety among other things, so it is something that is never far from our minds and it is something that if this strategy was supported by Council and there was a specific issue that needed to be addressed, then of course we would need to address that.

- **Michael Bonadio, Northcote**

I'll turn it into a question then. Does the Council think that it should maybe end this discussion this evening instead of wasting people times and throw this parking strategy in the rubbish bin where it deserves to be? Because I would like to know if there was a benefit in this parking strategy how do I who lives 75 metres from a train station; what do I say to my two grown-up boys' girlfriends who come and stay overnight when they have to go and move their car 400 metres away. What do they do about safety?

Response from Chairperson, Mayor Rennie

In relation to the questions to do with whether we move to discussions about the strategy, you know we made a decision in that it was important to hear from all the community members who have a question. We can extend the time or we cannot extend the time. There is not a huge number of people here. I think there is another five or six people that I can see, you know in fairness of those people that have been waiting I would like to offer them an opportunity to also ask a question but I would ask that you make the questions short. Obviously there are a lot of people who have taken time out of their night and who want us to get us to the debate on the motion with regards to the future of the strategy.

In relation to the question about safety, we have had a few answers already on the issue of safety and some of the work that Council does and I don't think I can add more at the moment, but am certainly able to provide more information later.

- **Lou, Preston**

We got a business in Preston and we are just finding that if you guys extend this parking it is just going to affect every retail business in the area, like it or lump it. Because look what's happened in Bridge Road, down Chapel Street. Now all you guys are going to do is just going to keep pushing people further out. Now if the Council probably didn't allow putting no parking for certain properties you wouldn't have this problem. So I think the Council has actually contributed to the problem we have at the moment.

Response from Chairperson, Mayor Rennie

I'll take that as a comment. I would like to remind people though that this is question time and we are not able under the Local Law to take submissions on items that are not on the agenda.

- **Peter Gonis, Reservoir**

(1) How many people have been consulted regarding the Parking Strategy? Do you have numbers?

- (2) In regard to the lady's question before, I have the sense that the answer was the Council is not really going to make any money out of this Parking Strategy. If so, why go ahead?

Response from Chairperson, Mayor Rennie

- (1) Yes we do have numbers. I don't have them in front of me. There are absolutely thousands of people who have participated in the consultation process and we can certainly get a further breakdown in the future. The process is ongoing and at this point there is a week to go on that process.
- (2) Council has put out a Draft Parking Strategy in recognition of the significant parking pressures that we are already facing in this municipality, demand from residents to actually do something about congestion in some streets, and yes I did say some streets and as part of the consultation process we have certainly had a lot of feedback about streets that should be included and streets that shouldn't be included. We know that the parking pressure we currently experience is going to grow in the future for a whole range of reasons, the main one being that Melbourne as an entire city is growing very significantly. That's not just something that is happening in Darebin.
- **Tony Sullivan, Reservoir**

My property is 800 metres plus from the railway line. 1.2 kilometres from Reservoir Station and it is included in your 2-hour parking strategy. Can you explain to me why this is so?

Response from Chairperson, Mayor Rennie

Thank you, I will just say that nothing in Reservoir was actually included in any implementation in the foreseeable future. That was actually the blue zone was for further investigation. In relation to looking more closely at those areas in the future, Ms Ollivier do you have anything to add to that?

Response from Ms Ollivier General Manager City Sustainability & Strategy

I was just going to say that we could have the conversation about the specific location if that is of interest.

Response from Chairperson, Mayor Rennie

Ok so we will actually be able to have a specific conversation about that particular location, but the areas that were marked in blue were for consideration of investigation at later date as opposed to implementation.

Tony Sullivan

That is not how your documentation that came through my letterbox came through. It clearly said 2019 second half – for where the Thornbury zone is and we were next cab of the rank late 2019–20.

Response from Chairperson, Mayor Rennie

My understanding and I don't have the paper in front of me was that it read that it was for further investigation and I apologise if that is not what appeared to you and I'll ask Ms Ollivier. I do hear what you are saying that that is not how you read that.

- **Tony Sullivan, Reservoir**

Question number two refers to your interactive map which appears on your website which actually does show that my area is going to be affected and that areas outside that (if you click on the individual addresses) they are for further consultation. Why have those people not been involved in the outset of this strategy?

Response from Ms Ollivier General Manager City Sustainability & Strategy

I can't add much to the specifics. I'm really interested in that feedback. I've heard similar before and I would always hope that we are getting that stuff right, but I would love the opportunity to follow-up and understand if there is an error or not, or to explain it.

- **Nick Katsis, Thornbury**

- (1) I've got a couple of questions. Namely for transparency, are we able to access the data pertaining to the consultation process that was supposedly undertaken? I have grave concerns about the data itself and whether it was for vested purposes. So is that open to the community?

The data that has been collected so far to get to this point, so it's got to be a collective.

- (2) I'm not going to make this political because I am a former Councillor of Darebin but I will raise last election or Federal Election – there has been a 13.4 percent swing against the Greens. Can I quantify potentially for the people that are here, when are we going to have a Greens agenda not shoved down our throats because this reeks of a Greens agenda.

I do not expect an answer on that but I am not going to keep quiet either. So speak to me later.

Response from Chairperson, Mayor Rennie

- (1) **So the question was in relation to the consultation data that has already been collected, whether that is available to the community. So there hasn't been any analysis yet of the data. Are you talking about the data from the last three weeks or earlier data?**

Ok so some of the earlier data that was collected in previous rounds of consultation. Ok sorry, we can provide that, sure.

- (2) **As an independent Councillor, I think it is inherently unhelpful to think of this as being political and I noted on the weekend that the City of Maribyrnong was mentioned in the paper as having similar issues. They are obviously of a completely different political persuasion. Parking is very tricky wherever it occurs in any municipality. We have heard a lot of feedback. I don't think anything in the proposal of the strategy was inherently political or driven by anyone's belonging or not belonging to any political party. Now people may believe that or not believe that as they see fit but I think you only have to look at similar consultations and the sort of feedback that has occurred in the City of Port Phillip, in the City of Maribyrnong in councils of all kinds of political persuasions, to know that this is an issue that is difficult and complex wherever it occurs.**

So that brings us to the end of question time. I do apologise if some of my answers were brief, if you feel as though your question was only partially answered or want further information please send me an email and I will ensure that you actually get that response. The downside of trying to keep the meeting brief and not make sure that we had a three hour question time was that I am aware that some of the answers that are provided were brief and I would encourage you if you want some follow up to get in touch with me. So thanks to all the people who came with your questions and thanks to everyone else for listening patiently.

The following questions were received online prior to the meeting but were not read out as the questioner was not in attendance.

- **David Schulz, Reservoir**

- (1) How much will the proposed parking strategy cost in terms of signage, a permit system and installation of detection equipment?
- (2) How much is expected to be raised from permits?

Response from Chairperson, Mayor Rennie

If implemented, the estimated cost for signage changes in 2019–20 would be approximately \$150k. No establishment costs would be incurred for a permit system as one already exists and no monitoring equipment was planned in the next financial year.

Detailed revenue projections have not yet been prepared as Council has not yet made a decision. It is noted that currently the costs of managing parking permits in residential areas is greater than the revenue received.

- **George Abiyounes, Preston**

My name is George Abiyounes (my father with the same name) has lived in the same house since 1977 and is extremely concerned with the developments that may occur. He can hardly walk and every single week 5 days a week CANNOT find a car park in his own street let alone the weekend and completely disagrees with the supposed developments of the housing. Residents should have the surrounding streets given access to resident parking or signs indicating only residents only parking in the surrounding streets. With the developments of the housing this will cause further chaos with restricted parking on a daily basis unless these comments are taken seriously.

The car parking at the moment is very limited as it is and with housing being planned will make it WORSE!!!! No matter what so called benefits are given or read out. We have regular visitors who have left cause of no parking and this is a disgrace. Once again parking is very restricted as it is and the housing should not go ahead at all. Do not get me started on the health and safety concerns if this planning goes ahead.

Response from Chairperson, Mayor Rennie

Thank you for your question. Council is exploring leasing its car park on Town Hall Avenue for affordable housing. We have decided to seek a development that includes a public car and we will take steps to manage parking in the area before any construction commences.

We know that residents in your street have concerns about parking and Council has previously committed to looking at this.

- **Simon Mackey, Northcote**

Please confirm what alternative to a resident-pays parking system have been considered for the City of Darebin, including user-pays?

Multiple cities have implemented Mobile App based non-resident, user-pays parking, such as PayStay, now more commonly without any alternative other than a multi-lingual support phone number. This allows for a low cost rollout, with flexible times and charges based on zones, and a far higher revenue upside for the council.

Such an approach overcomes the needs for physical permit management for all usage classes and accommodates visitor parking on a charging basis, with permits allocated to registered vehicles in the area, to minimize any abuse.

Response from Chairperson, Mayor Rennie

Permit systems are relatively common across Melbourne and are already in place in Darebin. We do have other types of parking controls that are limited at this time.

I'll take the rest of the question as suggestions and certainly appreciate the contribution. I'll pass them to the CEO for communication to the transport team.

- **Fran Martin, Thornbury**

- (1) What research into existing parking patterns in Darebin has been done as the basis for the Darebin Draft Parking Strategy; specifically: in which areas was the research undertaken; at what level of granularity was parking examined [eg neighbourhood/ street/ part of street/ individual car space etc]; over what date range was parking usage evaluated for each site studied; at which times of day/ night was data recorded; by what means were data collected [EG parking sensors, human observation, photographs etc]; and how were the data analysed?
- (2) What are the staffing and hence budgetary implications of the Darebin Draft Parking Proposal in terms of hiring adequate parking inspectors to enforce the new restrictions (that is, how many parking inspectors are currently employed and on what time fraction, what increase in staffing would be necessary to enforce the proposed plan, and how much extra would this cost in wages for the additional parking inspectors)?

Response from Chairperson, Mayor Rennie

- (1) **To help prepare a draft parking strategy, Council commissioned research to measure how full streets are.**

The research company used cameras mounted on vehicles which recorded license plate numbers of parked vehicles. The data was analysed by mapping it and working out how long cars stayed and how many vacant parking spots there were.

Data was collected over October and November 2018 on two days in each area between 8am and 10pm at 15 minute intervals. The two days were a Thursday and a Saturday.

- (2) **If implemented, the cost associated with new parking requirements would increase. However the impact is not yet known as it would depend on whether Council resolved to implement all/ some or none of the proposed controls.**

Currently Council has 9 Parking officers.

- **Freya McCarthy, Preston**

- (1) How much has the proposed parking strategy cost to date, including money paid to consultants as well as estimated staff time. Please include cost of responding to the backlash against the proposal.
- (2) What evidence did Council officers rely on for the assumption behind their proposal that people who could no longer drive to the station would not just drive all the way to their ultimate destination.
- (3) What evidence did Council officers rely on for the assumption behind their proposal that people who currently drive to local shops would seek alternative transport in response to parking restrictions (e.g. rather than just driving to Northland where they can park all day).

In relation to questions 2 and 3 above, it was clear from the surveys that Council were maintaining these assumptions rather than taking the opportunity to test them with residents.

Response from Chairperson, Mayor Rennie

- (1) **External costs to date have been around \$300,000 across two financial years as a result of specialist advice, collection of data, consultation and document design. Staff time has been estimated at around \$160,000.**
- (2) **Officers will get in touch regarding the research they are aware of in relation to questions 2 and 3.**

- **Jennifer Tran, Unknown**

My question to the councillors is with strict rules to parking and many parking limits close to Preston market restricted to 2 hours why are multi-level building and multi town houses are able to have no parking in their building permits?

Response from Chairperson, Mayor Rennie

For a development to be able to proceed with only a building permit, they must not trigger need for a planning permit. This would only apply in cases where a building is planning to incorporate car parking in line with the current Victorian Planning requirements – which do require appropriate car parking to be included.

It is open for developers to seek to provide less parking than is outlined in the Planning Scheme, but to do so, developers have to apply for a planning permit and to provide evidence that there is still an appropriate number of car parking and that what they're seeking doesn't adversely affect the neighbourhood.

When it makes planning decisions, Council is required to make decisions in accordance with the Planning Scheme and Council decisions are subject to appeal to VCAT.

- **Julia Scott, Northcote**

Can you please provide the full implementation plan for the strategy, either draft or final, including timelines and the full projected revenues and costings for each of the actions detailed in the strategy document.

Response from Chairperson, Mayor Rennie

This is a draft proposal and other than the specific proposed changes to restrictions and draft revisions to the residential parking permit policy, detailed timing or implementation planning has not yet been done.

- **Julia Scott, Northcote**

How many compliant petitions for increased parking restrictions and how many for reduced parking restrictions were considered at council meetings in the 12 months from May 2018?

Response from Chairperson, Mayor Rennie

There are three ways that parking requests can be presented to Council. This can be through a public petition to a Council meeting, a proforma petition on the website directly to staff or in a letter requesting change to staff.

23 parking requests of all forms were received between May 2018 and May 2019. One requested the removal of restrictions. All others requested installation of new restrictions or modification of existing restrictions.

While the parking strategy is being reviewed, consideration of requests have been put on hold and others have been decided through officer delegation, so not many have been put to the chamber for decision during this time.

- **Mrs D Hakim, Northcote**

Please explain why a house built pre 2004 would have permits available for parking if your Darebin parking strategy goes ahead? Yet if that same block has that house pulled down and a new one is built which is 6 star and sustainable with the same amount of occupants suddenly becomes ineligible for permits of any kind. This is the case we find ourselves in, how can council justify this, it is completely discriminative and is completely hypercritical to your climate concerns. This policy is a disgrace.

Response from Chairperson, Mayor Rennie

Both the current and proposed Parking Permit Policy do not allow dwellings built and occupied after 2004 to obtain residential parking permits. This is because when the policy was brought in Council wanted to minimise the impact of new developments on existing residents, shops and services.

I will take the rest of your question as a comment – thank you.

- **Mark Karlsberg, Reservoir**

Why do townhouses built after 2004 not get street parking permits? Council does not mention on planning permits for development nor subdivision planning permits that residents will not be eligible for parking permits (unlike for example Banyule council which mentions this on those documents). This policy is unfair and discriminates against families living in new developments.

Response from Chairperson, Mayor Rennie

Both the current and proposed Parking Permit Policy do not allow dwellings built and occupied after 2004 to obtain residential parking permits. This is because when the policy was brought in Council wanted to minimise the impact of new developments on existing residents, shops and services.

I will take the rest of your question as a comment – thank you.

- **Ziyad Nicolas, Reservoir**

Many Business and staff will be directly affected by the Darebin Parking Strategy. While our rents and rates are through the roof and there's already a high turnover of shops. How do you think the Darebin parking strategy will benefit businesses that need more than 2 hour sittings such as cinemas, hair salons and restaurants?

Response from Chairperson, Mayor Rennie

Many areas of Darebin near shops already have parking restrictions, and that these are important for ensuring that parks near shops turn over and are available for customers rather than being taken up by a car parked all day.

- **Kane Leeder, Reservoir**

You recently approved a development at 39 Northernhay St that does not meet the requirement for visitors parking, now you propose to put parking restrictions in Northernhay St. How can you justify this contradiction in policy?

Response from Chairperson, Mayor Rennie

As already noted the planning scheme deals with parking requirements for new developments- I have asked the CEO to arrange for a planning staff member to contact you to discuss the specifics of the application to which you are referring.

- **Kate Brocker, Thornbury**

Why is there no consideration for new developments from 2004? One onsite car park (that is used by the owner) is not going to assist visitors who want to stay more than 2 hours (Elderly parents, Xmas Dinner, Birthdays, friends, babysitters etc). The proposed closest street non 2 hour parking is 1/2 away. This is a safety issue.

I believe the process for draft/proposed strategies is for them to be resolved at a Council meeting and for a resolution to be passed prior to public consultation? Why wasn't the draft parking strategy put to Council prior to it going out to public consultation?

Response from Chairperson, Mayor Rennie

Both the current and proposed Parking Permit Policy do not allow dwellings built and occupied after 2004 to obtain residential parking permits. This is because Council wants to minimise the impact of new developments on existing residents, shops and services.

I will take the rest of your question as a comment – thank you.

You are correct that councillors sometimes consider draft strategies at a meeting and formally decide to release them for community comment. However it not the only process Council uses. It is also common for officers to seek community feedback first to help inform councillors' decisions. Irrespective of which process is used to start consultation, after consultation, all strategies must be formally adopted by Council to be enacted, otherwise, Council's existing policies and strategies continue to apply.

- **Peter Beamsley, Northcote**

(1) What strategies has the council implemented to remove car use from council operations?

- (2) Has the council implemented an enforced strategy to ensure all staff and councillors only use public or self propelled transport to and from work and events?
- (3) Will the council consider removing all parking except for disabled parking at council offices and replace this land with food gardens for the homeless?
- (4) How many staff cars are currently under the council control? What is the timetable for removal of these cars from use?
- (5) How many cars does each elected official own? How many councillors are in the affected areas and how will they remove the use of their vehicles before the end of the calendar year?

Response from Chairperson, Mayor Rennie

- (1) **Council is committed to supporting employees to travel sustainably. Our Green Travel Plan aims to reduce the number of employees using cars and encourages cycling, public transport and ride sharing.**
 - (2) **Council does not enforce staff to use sustainable mode of transport, it does however support staff to use our electric bicycle fleet and offers interest free loans for the purchase of either a bicycle, or an electric bike. Council also provide discounted access to MYKI through its annual Commuter Club myki.**
 - (3) **Council does not currently have plans of that type.**
 - (4) **Council has reduced its passenger vehicle fleet from 85 vehicles to 63 over the last 18 months and 60% are hybrid electric vehicles. Council is planning to have 100% of all passenger vehicles hybrid or fully electric by 2021. These vehicles are required to support the operational needs of the Organisation and some vehicles will always be required. Council also has 38 utes and 14 vans for operational tool of trade needs (such as park maintenance).**
 - (5) **The only elected member with a vehicle provided by Council is the Mayor which is a hybrid electric. It is common for Council's to provide a vehicle for the Mayors use during their term.**
- **Fiona Dickson, Northcote**

In future, will the council commit to communication about any proposed strategy via properly in multi-lingual, personally addressed mail, either through Australia Post mail addressed to the ratepayer, or to a ratepayer's nominated email address for ratepayers who have opted for non-paper communications?

The council communication regarding the strategy was on an anonymous maildrop and did not reach many residents for various reasons.

Response from Chairperson, Mayor Rennie

Approximately 20,000 letters were sent to affected properties. It included a translated language box with telephone number information in eight languages explaining how to access our translation services. We also communicated through many other channels, including posters in Council facilities, social media posts that are automatically translated into reader's languages by social media viewers and direct visits to local businesses in eight activity centres. We will use feedback about this process to build on and improve our community engagement methods in the future.

- **Julia Nordlinger, Northcote**

Please provide clear details, (within the constraints of privacy legislation) of the 25 petitions that allegedly have been filed with council, that have been used as justification for the funding and progression of this proposed parking strategy.

Privacy policy does not prevent the publication of the topic or nature of the petitions, and we request that council publish:

- the nature of the submitted petitions,
- if the petitions met the requirements for submission to council, or were in fact deemed invalid and not presented to council,
- The actual number of darebin residents or ratepayers, who put their names to the valid and submitted petitions, and
- how many of the 25 petitions submitted, actually called for the REMOVAL or reduction in parking restrictions already in place.

Response from Chairperson, Mayor Rennie

There are three ways that parking petitions can be presented to Council. This can be through a public Council meeting, directly to staff or in the form of a general parking request to staff.

Between January 2018 and May 2019, 26 petitions and other parking requests of all three types have been lodged with Council. Two requested the removal of restrictions. All others requested installation of new restrictions or modification of existing restrictions. 22 were presented as either a petition to a council meeting or on a proforma to officers with multiple signatures. Officers are currently compiling the information as part of separate requests regarding the exact numbers of signatories and will be in contact in writing once this is confirmed.

- **Julia Nordlinger, Northcote**

Will Council please explain how this proposed strategy ensures that the family units, traditions and needs that have built this community, will not be adversely affected by the proposed parking strategy?

ie: I have a neighbour with 4 tradesperson children, who choose to live as a family, and all need cars. Yet, we do not have a parking issue in my area (i have gone from 3 cars to 1 over the last 10 years).

Will Council consider a more practical, and more regionalised strategy in future, rather than the current blanket and punitive approach proposed?

Response from Chairperson, Mayor Rennie

Through the community consultation process, we have been actively seeking comment on whether the proposed visitor permit arrangements are adequate. We have heard similar feedback from others in the community – thank you.

- **John Stawell-Rickson, Northcote**

Why has the parking strategy commenced before results of the Northcote LATM Survey (local area traffic management) have been announced and before any action has been taken in response to that survey?

Response from Chairperson, Mayor Rennie

The Northcote LATM study and program of works seeks to make the streets in that area safer for pedestrians and cyclists by providing improved crossing points for example.

LATM Project is not directly related to the draft Parking Strategy consultation.

- **John Stawell-Rickson, Northcote**

Various professionals have commented that real estate values will drop. in response to proposed strategy. Council's response (via consultant) was that there was no study to back this up, and therefore council rates will not be reduced.

Will the council provide justification for the claim that house values will not drop, from a legally certified and professional property valuer (ie: Such as a certified and registered land valuer)?

Response from Chairperson, Mayor Rennie

Council conducted extensive background research on these draft plans before publishing them. We are not aware of any studies or research evidence that establishes a causative link between home prices and parking permits.

Rates are based on the state government's rate cap which adjusts for inflation, as well as property valuations relative to other property valuations in the City. So, if the value of a property drops, (or increases more slowly) than the average in the City for any reason, there would be a correlated change in the rates charged.

- **Andrea McIntyre, Northcote**

Access to Off street parking (OSP) has been put forward by the strategy, as a reason that residents shouldn't require parking permits (particularly those since 2004). For many, the ONLY access to OSP is via right of ways (ROW).

Will the council bring all Darebin ROW's to minimum viable/usable state of repair? ie: at least to the standard as defined in the planning scheme, section 52.06-9.

For example, at present, the ROW behind our house, is not compliant with government standards, and includes potholes like this one, which is 22cm deep. The ROW is 240 metres long. How can ratepayers be expected to traverse this kind of suspension test to get to their OSP?

Even those who have OSP on my street, many can't use it, due to the ROW state of disrepair. Previous attempts to get council to repair the ROW have resulted in a patch of bitumen here and there... I've been told that the council doesn't have the funds to repair the ROW.

Response from Chairperson, Mayor Rennie

Without further details about specific requests it is impossible to give specific budgeting about our public roads. Council has an ongoing program of road upgrades and maintenance, which is outlined in Council's Road Management Plan and Asset Management Policy.

If an off-street parking space is considered unsuitable for use by a vehicle, a council officer can inspect the property. If it is confirmed as being not suitable, then it may not be counted as an off-street space.

An officer will arrange to inspect the ROW in your street for maintenance purposes and will get in touch to let you know the outcome of the investigation.

- **Liesa Smith, Thornbury**

I'm very disappointed with this draft strategy. To use a rule that precludes all properties built post 2004 from having any permits is ridiculous to be used in such a huge area. Especially in light of so many being built. Please advise if it will be considered to change the date to building built post 2019?

Response from Chairperson, Mayor Rennie

Both the current and proposed Parking Permit Policy do not allow dwellings built and occupied after 2004 to obtain residential parking permits. The reason for this was that when the policy was brought in Council was seeking to minimise the impact of development on existing residents.

We have heard similar feedback from many people – thank you.

- **Marita Brasher, Northcote**

Looking at the Awarded Tender Contract listing on Darebin City Council website I was unable to find any details regarding the draft parking strategy community engagement study being awarded to Capire Consulting Group. Can you please explain why this study was not put out to tender and the process and criteria that were used to award this project to Capire.

Response from Chairperson, Mayor Rennie

I can confirm that selection of Capire was put out to a competitive selection process in line with Council's Procurement Policy, which is publicly available on Council's website. As a result of this process, the contract was awarded to Capire Consulting Group. Under Section 34 of the Freedom of Information Act, information regarding details of the contract and awarding is commercial-in-confidence and cannot be released publicly.

- **Marita Brasher, Northcote**

Your Draft Parking Strategy document states "Our current attitudes to parking are unsustainable. With more people owning cars, not everyone can expect to have a space to park their car directly outside their house, workplace or shop whenever they need it". With this in mind what steps has council taken to repurpose the large secure carpark utilised by council employees next to their offices back into "green space" for all the community to enjoy?

I will be attending the meeting but currently due to a cold would appreciate if the Mayor could read out my questions as I have lost my voice.

Response from Chairperson, Mayor Rennie

Council is committed to supporting employees to travel sustainably and avoid driving cars wherever possible.

Our Green Travel Plan aims to reduce the number of employees using cars and encourages cycling, public transport and ride sharing.

- **Ian Row, Unknown**

Question regarding parking strategy:

Did they consider 'human rights' in the process?

<https://www.humanrightscommission.vic.gov.au/bullying/item/1232-good-decision-making-involves-the-charter-how-council-planning-decisions-can-consider-human-rights>

Response from Chairperson, Mayor Rennie

Council undertook extensive external and internal consultation with the community and council staff throughout the process and examined a wide range of human rights issues. Both the consultation plans and draft proposals were considered through these lenses. If you have any questions about specific aspects of the proposals and how they relate to a human right, officers would be happy to discuss this with you.

Responses to Public Questions taken on notice at the Council meeting on 20 May 2019.

At the Council meeting held on 20 May 2019, the following questions were taken on notice by the Chairperson, Mayor Rennie

- **Valeria Moore, Fairfield**

Is Council working towards implementing a bio-degradable bin collection and treatment service. NSW has implemented this in many shires, and I believe some Melbourne councils are using it.

Council provides a special bin with bio-degradable bags into which all food scraps, bones, plant material and much more can be collected for treatment at a special processing factory where it is turned into re-saleable compost fertiliser. Program called FOGO (food organics/garden organics).

Response from Chairperson, Mayor Cr. Rennie

Thank you for the question – it's certainly timely! We are considering a report at today's meeting that proposes rolling out a food waste recycling service city-wide as part of our green waste recycling service. An officer will get in touch after today to let you know what Council has decided.

An email response dated 21 May 2019 was provided to Valerie Moore by Kelly Barnes, Environment Officer, Water, Waste and Litter

Thanks for your question regarding the introduction of a food organics/garden organics service at yesterday's Council Meeting.

As you will have heard, Council's decision to implement food waste recycling in Darebin via the green waste bin was unanimous.

The service is expected to commence in Spring this year, with users of Council's green waste service able to place all types of food waste (including dairy, meat and bones) into the green bin alongside their garden waste. The food and garden waste will be turned into compost for use by Victorian farmers. Residents will be notified of the change to the service ahead of the first food waste recycling collection in Spring.

- **Naomi, Preston**

In light of a devastating result for climate action at yesterday's federal election, will the Darebin Council consider joining other countries in declaring a climate emergency? As it is only through local government action, and the determination of the community, that the changes we must make immediately to prevent this existential crisis can be achieved.

Response from Chairperson, Mayor Cr. Rennie

Darebin Council was the first government in the world to declare a climate emergency. It was one of the first initiatives of the current Council. We made the decision on Monday 21 August 2017. We have been really heartened how many governments around the world have now also declared a climate emergency including the Cities of Yarra, Ballarat and Moreland in Australia, and global cities of Los Angeles, San Francisco and Greater London. Just weeks ago the conservative led government in the UK also declared a climate emergency, where there is strong bipartisan support for climate action.

The science is unequivocal, we have a short period of time to cut emissions or we will be facing significant global security, agricultural and economic challenges. To solve this problem means switching all our power to renewable energy, it means moving away from petrol driven vehicles and gas in our homes and it means cutting the amount of waste we generate and cleaning up how we dispose of it.

We call on the Australian government to make this unavoidable transition to low carbon quickly and to harness the power of business and industry to achieve it – by setting the rules so that clean businesses of the future can thrive and so that existing businesses change their business models quickly which will also establish them as leaders in a global economy.

The Paris targets aren't fast enough to solve the problem – aiming for these targets is like aiming to hold back a bushfire with 3 tankers when the experts say that you need 9. We must work faster than the targets suggest.

To that end we are working on a number of fronts to cut emissions. Today Council is considering a proposal to further roll out of the solar savers program which is helping around 1000 households put solar power on their roofs, as well as a proposal to roll out of a new food waste recycling service.

Both of these proposals would cut emissions significantly. We are also currently consulting on a proposed parking strategy which would help make it easier for people to walk, cycling and catch public transport. We have also established Climate Emergency Darebin which is a group of experts in our community to help us with the big task of embedding an emergency response in our own activities, to help our community do the same, and to contribute to a rapid response Australia wide.

An email response dated 23 May 2019 was provided to Naomi by Sally Moxham, Manager Environment and Sustainable Transport.

The next Council meeting is: 11th and 24 June at 6pm at Preston Town Hall.

I have cc'd in Phil Tulk who will be able to provide you information on Council's tree planting program. If you are interested in tree planting I'd encourage you to join the Friends of the Merri Creek program see: <http://friendsofmerricreek.org.au/> which is partially funded by council.

Unfortunately the Climate Emergency Darebin Advisory committee has been set up. However I'll forward your details to our engagement officer for you to be put on our email list for our Sustainability News publication. This provides you with information on events and environmental groups and activities across Darebin. I'll also ask Sam to see if we can include you more of our climate emergency outreach activities.

- **Jeremy Johnsonn, Reservoir**

When plan does the Council have in supporting schools to be more environmentally sustainable

Response from Chairperson, Mayor Cr. Rennie

Thank you very much Jeremy for that question. Darebin Council works closely with a number of schools in our area and some of that work involves waste education and recycling education. Last year we had an initiative where school students were invited to think about and design a logo to be used in our recycling initiatives. There are also a number of ways in which Council Officers reach out to schools and we will follow up with further information about those to you.

A written response dated 5 June 2019 was provided to Jeremy Johnson by Rachel Ollivier, General Manager City Sustainability and Strategy.

Thank you for the question you asked at the recent council meeting. It was great to see you there.

What plan does the Council have in supporting schools to be more environmentally sustainable?

As the Mayor advised at the meeting we work closely with a number of schools in our area and some of that work involves waste education and recycling education. For example in late 2017 we ran a schools competition to design a logo or character to support promotion of Single-use Plastic Policy - we had 150 entries from 7 schools.

We also provide schools with advice and other resources such as bin signage to support waste and recycling and we offer 2x 240L recycling bins and 1x 80L general waste bin to all schools free of charge (subject to an application process).

Sustainable travel around Darebin

Last year we launched the pilot of Council's new Octopus School Program at Reservoir West Primary School, to encourage students to travel more by foot or bike to school and to learn about road safety, as well as running other programs such as bike education and the walking school bus. You can read more about these at darebin.vic.gov.au/safetravel

6. PETITIONS

6.1 REJECTION OF PAID STREET PARKING IN DAREBIN

Council Resolution

MINUTE NO. 19-083

MOVED: Cr. T McCarthy
SECONDED: Cr. K Le Cerf

That the petition:

“We the undersigned residents/traders/customers petition Darebin City Council to reject any proposal to introduce paid parking to local shopping strips in Darebin.”

be received and a report come back to Council in response to the petition.

CARRIED

6.2 PAID STREET PARKING STATION STREET, FAIRFIELD

Council Resolution

MINUTE NO. 19-084

MOVED: Cr. T McCarthy
SECONDED: Cr. J Williams

That the petition:

“We, the undersigned residents/traders/shoppers of Station Street, Fairfield petition Darebin City Council to:

- withdraw the draft Parking Strategy 2019–2029 for paid parking; and
- engage in transparent balanced consultation with residents, traders and shoppers before presenting an alternative strategy.”

be received and a report come back to Council in response to the petition.

CARRIED

6.3 PAID STREET PARKING HIGH STREET, WESTGARTH THROUGH TO RESERVOIR

Council Resolution

MINUTE NO. 19-085

MOVED: Cr. T McCarthy
SECONDED: Cr. L Messina

That the petition:

“We, the undersigned residents/traders/shoppers of High Street, Westgarth through to Reservoir, petition Darebin City Council to:

- withdraw the draft Parking Strategy 2019–2029 for paid parking; and

- engage in transparent balanced consultation with residents, traders and shoppers before presenting an alternative strategy.”

be received and a report come back to Council in response to the petition.

CARRIED

6.4 PARKING PETITION - SPENCER STREET AND SURROUNDING STREETS OF THORNBURY

Council Resolution

MINUTE NO. 19-086

MOVED: Cr. G Greco
SECONDED: Cr. J Williams

That the petition:

“We, the undersigned residents/traders of Spencer Street and surrounding streets of Thornbury, petition Darebin to:

- withdraw the draft Parking Strategy 2019–2029; and
- engage in transparent, balanced consultation with residents before presenting an alternative strategy.”

be received and referred to the Chief Executive Officer for consideration and response.

CARRIED

6.5 RESIDENTIAL PARKING PERMIT SCHEME PETITION - MORGAN STREET, PRESTON

Council Resolution

MINUTE NO. 19-087

MOVED: Cr. L Messina
SECONDED: Cr. J Williams

That the petition:

“We, the undersigned residents of Morgan Street, Preston, hereby petition Darebin Council to introduce timed parking restrictions in our streets.

This is due to congestion in the street.”

be received and referred to the Chief Executive Officer for consideration and response.

CARRIED

7. URGENT BUSINESS

Nil

10.1 PARKING STRATEGY**Councillor: Gaetano GRECO****NoM No.: 426**

Take notice that at the Council Meeting to be held on 11 June 2019, it is my intention to move:

That Council:

- (1) *Notes the feedback and concerns raised by residents to date regarding the draft Council Parking Strategy and the consultation process that accompanies it.*
- (2) *Suspends the current consultation process and withdraws the current draft Parking Strategy.*
- (3) *Requests a further report outlining:*
 - a) *A range of parking and permit strategy options for the community to consider.*
 - b) *Future communication and engagement activities including addressing the diverse language needs of our community and recommended timeframes.*

Notice Received: 28 May 2019**Notice Given to Councillors: 31 May 2019****Date of Meeting: 11 June 2019****Motion**

That Council:

- (1) Notes the feedback and concerns raised by residents and traders to date regarding the draft Darebin Parking Strategy and the consultation process that accompanies it.
- (2) Ceases the current consultation process and totally withdraws the current draft strategy.
- (3) Ensures that the community is appropriately informed of Council's decisions to withdraw the draft strategy
- (4) Thanks all residents, traders and Council officers for their contributions to this consultation process to date.

Council Resolution**MINUTE NO. 19-088****MOVED: Cr. G Greco**
SECONDED: Cr. J Williams

That Council:

- (1) Notes the feedback and concerns raised by residents and traders to date regarding the draft Darebin Parking Strategy and the consultation process that accompanies it.

- (2) Ceases the current consultation process and totally withdraws the current draft strategy.
- (3) Ensures that the community is appropriately informed of Council's decisions to withdraw the draft strategy
- (4) Thanks all residents, traders and Council officers for their contributions to this consultation process to date.

CARRIED UNANIMOUSLY

Karlee Ferrante, Acting Coordinator Governance, Council Business and Civic Services left the meeting at 7.39pm and returned at 7.41pm.

ADJOURNMENT – 7.51PM

The Chairperson, Mayor Rennie adjourned the meeting for a 2-minute break.

The meeting resumed at 7.53pm.

8. CONSIDERATION OF REPORTS**8.1 APPOINTMENT OF ADDITIONAL DAREBIN WOMEN'S ADVISORY COMMITTEE MEMBER**

Author: Acting Coordinator Community Wellbeing

Reviewed By: General Manager Community

EXECUTIVE SUMMARY

This report seeks Council's endorsement of an additional applicant for the Darebin Women's Advisory Committee.

On 29 April 2019, 11 community members were appointed to the Darebin Women's Advisory Committee, from 11 applications.

After the Council decision, staff discovered that an additional (12th) application had been missed in the original assessment process, due to an administration error.

An internal assessment panel convened on 8 May 2019 to consider the additional application, and the panel's recommendation is attached in **Appendix A**.

As per the Committee Terms of Reference, a total of 12 community member positions are available.

Recommendation

That Council appoints the following person to Darebin Women's Advisory Committee, bringing the number of community members to 12: _____

Council Resolution**MINUTE NO. 19-089**

MOVED: Cr. S Amir
SECONDED: Cr. L Messina

That Council appoints the following person to Darebin Women's Advisory Committee, bringing the number of community members to 12: Samantha Young.

CARRIED

Cr. Williams left the meeting at 7.52pm and returned during discussions Item 8.1 – Appointment of Additional Darebin Women's Advisory Committee Member, at 7.55pm

Cr. Lina Messina declared an interest in the following item, describing the interest as an indirect interest due to a conflicting duty as she is an aged care professional and also involved in bulk funding.

Cr. Messina left the meeting at 7.56pm.

8.2 2019-2020 COMMONWEALTH HOME SUPPORT PROGRAMME AGREEMENT

Author: Manager Aged and Disability

Reviewed By: General Manager Community

EXECUTIVE SUMMARY

Council has a contract with the Commonwealth's Department of Health to deliver aged care services under the Commonwealth Home Support Programme (CHSP). The current contract commenced on 1 July 2016 and will expire on 30 June 2019.

The Department made a grant offer to Council to deliver CHSP services for the period 1 July 2019 to 30 June 2020 - a one year extension.

Council has previously resolved that while the Commonwealth provides block funding for CHSP services, Darebin Council will continue to provide those services. Consistent with that resolution, this report recommends accepting the Department of Health's offer.

Note: on 2 April 2019 the Federal Government announced that CHSP funding would be extended until June 2022. The Federal Government advises that contractual arrangements for July 2020 – June 2022 will be dealt with at a later date.

Recommendation

That Council authorises the CEO to accept the offer made by the Commonwealth's Department of Health for delivery of Commonwealth Home Support Program (CHSP) services for the period 1 July 2019 to 30 June 2020.

Council Resolution

MINUTE NO. 19-090

MOVED: Cr. G Greco
SECONDED: Cr. S Amir

That Council:

- (1) Authorises the CEO to accept the offer made by the Commonwealth's Department of Health for delivery of Commonwealth Home Support Program (CHSP) services for the period 1 July 2019 to 30 June 2020.
- (2) Writes to the Federal Government requesting that they honour their commitment to extend CHSP funding until June 2022 and consider extending the funding indefinitely after that date.

CARRIED UNANIMOUSLY

Cr. Messina returned to the meeting at 8.06pm.

8.3 ERIC STREET PUBLIC HOUSING ESTATE TENANCY ALLOCATION PROCESS**Author:** Manager Equity and Wellbeing**Reviewed By:** General Manager Community

EXECUTIVE SUMMARY

Council currently has tenancy nomination rights for the State Government run Eric Street public housing estate at 15-17 Eric Street Preston. This means that Council staff can allocate tenants to housing at the site. This process provides no ongoing support for tenants after nomination. Unfortunately, there are ongoing antisocial behaviour issues and tenancy turnover at the Estate.

The Department of Health and Human Services Office of Housing have proposed to Council the development of a new tenancy allocation plan to improve the estate environment, and to provide increased support services for new tenants.

This model would continue to draw from primarily the same wait list and importantly would provide new tenants with support, seeking to sustain tenancies and minimise negative exits from public housing. This change has potential to provide improvements to the quality of life for tenants at the Estate.

The proposed changes would mean that Council would no longer have tenancy nomination rights for the housing estate (although Council staff could still refer people needing housing to the relevant agency).

There are no financial implications for Council if the proposal is implemented.

Council Resolution

MINUTE NO. 19-091**MOVED:** Cr. S Amir
SECONDED: Cr. S Newton**That Council:**

- (1) Endorses the Department of Health and Human Services Office of Housing proposal to implement a new tenancy allocation process for vacant tenancies at the Eric Street housing estate at 15–17 Eric Street Preston, which will provide increased support for tenants.
- (2) Notes that Council will no longer have tenancy nomination rights under the new process.

CARRIED

8.4 HOMELESSNESS RELIEF AND ACCOMMODATION OPTIONS

Author: Acting Coordinator Community Wellbeing
Manager Equity and Wellbeing

Reviewed By: General Manager Community

EXECUTIVE SUMMARY

This report responds to a Council resolution seeking information on options to provide temporary accommodation, showers and material relief to people experiencing homelessness. The options presented in this report primarily respond to the needs of rough sleepers (those sleeping in the public realm).

The paper presents eight options for consideration across the themes of access to amenities and material relief, temporary accommodation and other options to support the needs of rough sleepers. These options have been developed and informed by the local homelessness service system.

Local homelessness and emergency relief agencies are integral partners for any work that Council does to address homelessness.

Overwhelmingly, the local sector was not in support of Council providing short-term temporary overnight accommodation, due to it being an outdated model which does little to resolve people's homelessness, nor it is a model that is safe for women and children.

Alternative options are presented in this report, should Council wish to increase its investment in early intervention and tertiary responses to homelessness.

The recommended option is to fund an assertive outreach program delivered by a specialist homelessness service. This service is not currently available in Darebin and would mean that outreach workers would be available to visit rough sleepers, connect them with critical services and provide follow up and support.

Recommendation

That Council:

- (1) Notes the feedback from local homelessness and emergency relief agencies.
 - (2) Considers allocating an additional \$157,500 in the 2019–20 budget to pilot an assertive outreach program in Darebin for a two-year period.
 - (3) Pending the outcome of 2019–20 budget process, undertakes an expression of interest process to appoint a homelessness service provider to deliver the assertive outreach program for a two-year pilot program, with the service to commence in the second quarter of 2019–20.
 - (4) Pilots a shower access program at Reservoir Leisure Centre for people experiencing homelessness for a six-month period, in partnership with the Darebin homelessness and emergency relief sector.
 - (5) Participates in a homelessness StreetCount in 2020 to identify the number and needs of rough sleepers in Darebin to inform future work.
-

Motion

MOVED: Cr. S Newton
SECONDED: Cr. S Amir

That Council:

- (1) Notes the feedback from local homelessness and emergency relief agencies.
- (2) Considers allocating an additional \$157,500 in the 2019–20 budget to pilot an assertive outreach program in Darebin for a two-year period.
- (3) Pending the outcome of 2019–20 budget process, undertakes an expression of interest process to appoint a homelessness service provider to deliver the assertive outreach program for a two-year pilot program, with the service to commence in the second quarter of 2019–20.
- (4) Pilots a shower access program at Reservoir Leisure Centre for people experiencing homelessness for a six-month period, in partnership with the Darebin homelessness and emergency relief sector.
- (5) Participates in a homelessness StreetCount in 2020 to identify the number and needs of rough sleepers in Darebin to inform future work.

*Cr. Greco proposed to the mover and the seconder that the wording **and the Northcote Aquatic and Recreation Centre** be included in point (4).*

This was not accepted by Cr. Newton and Cr. Amir.

Amendment

MOVED: Cr. G Greco
SECONDED: Cr. J Williams

That Council:

- (1) Notes the feedback from local homelessness and emergency relief agencies.
- (2) Considers allocating an additional \$157,500 in the 2019–20 budget to pilot an assertive outreach program in Darebin for a two-year period.
- (3) Pending the outcome of 2019–20 budget process, undertakes an expression of interest process to appoint a homelessness service provider to deliver the assertive outreach program for a two-year pilot program, with the service to commence in the second quarter of 2019–20.
- (4) Pilots a shower access program at Reservoir Leisure Centre **and the Northcote Aquatic and Recreation Centre** for people experiencing homelessness for a six-month period, in partnership with the Darebin homelessness and emergency relief sector.
- (5) Participates in a homelessness StreetCount in 2020 to identify the number and needs of rough sleepers in Darebin to inform future work.

THIS AMENDMENT WAS PUT AND CARRIED AND BECAME THE AMENDED MOTION AS FOLLOWS:

Amended Motion

MOVED: Cr. S Newton
SECONDED: Cr. S Amir

That Council:

- (1) Notes the feedback from local homelessness and emergency relief agencies.
- (2) Considers allocating an additional \$157,500 in the 2019–20 budget to pilot an assertive outreach program in Darebin for a two-year period.
- (3) Pending the outcome of 2019–20 budget process, undertakes an expression of interest process to appoint a homelessness service provider to deliver the assertive outreach program for a two-year pilot program, with the service to commence in the second quarter of 2019–20.
- (4) Pilots a shower access program at Reservoir Leisure Centre and the Northcote Aquatic and Recreation Centre for people experiencing homelessness for a six-month period, in partnership with the Darebin homelessness and emergency relief sector.
- (5) Participates in a homelessness StreetCount in 2020 to identify the number and needs of rough sleepers in Darebin to inform future work.

*Cr. McCarthy proposed the mover and seconder to include the words, **and, subject to agreement with the operator YMCA**, to point (4).*

This was accepted by the mover and seconder.

Amended Motion

MOVED: Cr. S Newton
SECONDED: Cr. S Amir

That Council:

- (1) Notes the feedback from local homelessness and emergency relief agencies.
- (2) Considers allocating an additional \$157,500 in the 2019–20 budget to pilot an assertive outreach program in Darebin for a two-year period.
- (3) Pending the outcome of 2019–20 budget process, undertakes an expression of interest process to appoint a homelessness service provider to deliver the assertive outreach program for a two-year pilot program, with the service to commence in the second quarter of 2019–20.
- (4) Pilots a shower access program at Reservoir Leisure Centre **and, subject to agreement with the operator YMCA**, the Northcote Aquatic and Recreation Centre for people experiencing homelessness for a six-month period, in partnership with the Darebin homelessness and emergency relief sector.
- (5) Participates in a homelessness StreetCount in 2020 to identify the number and needs of rough sleepers in Darebin to inform future work.

THE AMENDED MOTION WAS PUT AND CARRIED AND BECAME THE COUNCIL RESOLUTION AS FOLLOWS:

Council Resolution

MINUTE NO. 19-092**MOVED: Cr. S Newton****SECONDED: Cr. S Amir****That Council:**

- (1) Notes the feedback from local homelessness and emergency relief agencies.
- (2) Considers allocating an additional \$157,500 in the 2019–20 budget to pilot an assertive outreach program in Darebin for a two-year period.
- (3) Pending the outcome of 2019–20 budget process, undertakes an expression of interest process to appoint a homelessness service provider to deliver the assertive outreach program for a two-year pilot program, with the service to commence in the second quarter of 2019–20.
- (4) Pilots a shower access program at Reservoir Leisure Centre and, subject to agreement with the operator YMCA, the Northcote Aquatic and Recreation Centre, for people experiencing homelessness for a six-month period, in partnership with the Darebin homelessness and emergency relief sector.
- (5) Participates in a homelessness StreetCount in 2020 to identify the number and needs of rough sleepers in Darebin to inform future work.

CARRIED UNANIMOUSLY

8.5 CLIMATE DISASTER LEVY**Author:** Climate Emergency Darebin Executive Officer**Reviewed By:** General Manager City Sustainability and Strategy**PURPOSE**

To seek Council's endorsement to support an open letter for a Climate Disaster Levy to be published in June by The Australia Institute (TAI).

EXECUTIVE SUMMARY

The Australia Institute (TAI), which is a national think-tank, has been working on a climate adaptation policy to address the growing financial impacts of climate change. TAI is proposing the introduction of a Climate Disaster Levy to be imposed on fossil fuel exports from Australia.

This Levy is proposed as a fair, equitable and economically responsible way of meeting the costs of the impacts of climate change for all Australians. The Australia Institute states that a priority of the levy would be to fund climate change adaptation measures for local government. The funds raised would be applied to protecting jobs by assisting impacted industries and create new jobs in climate adaptation.

The Australia Institute is planning to publish an open letter in support of this Levy in June. TAI is calling on individuals and organisations to provide support for this Levy by signing on to this open letter. TAI approached Darebin Council to sign this letter and support the Levy due to Darebin Council's climate emergency position.

A call for a Climate Disaster Levy is in line with the Council's Climate Emergency policy position and, if it were implemented by the Federal Government, would send a price signal to buyers of fossil fuel that would deter use of these.

Council Resolution**MINUTE NO. 19-093****MOVED:** Cr. T McCarthy**SECONDED:** Cr. K Le Cerf

That Council endorses an open letter, organised by The Australia Institute, supporting the introduction of a Climate Disaster Levy to be imposed on fossil fuel exports from Australia and used to address the costs of climate change impacts.

CARRIED UNANIMOUSLY

Jess Fraser, Manager Equity & Wellbeing and Teneille Summers, Acting Coordinator Community Wellbeing left the meeting at 8.49pm.

Karlee Ferrante, Acting Coordinator Governance, Council Business & Civic Services left the meeting at 8.51pm and returned at 8.53pm.

8.6 LOCAL GOVERNMENT POWER PURCHASE AGREEMENT PROJECT**Author:** Energy Project Officer**Reviewed By:** General Manager City Sustainability and Strategy

PURPOSE

For Council to consider leading and participating in a collaborative Local Government Power Purchase Agreement to secure affordable renewable energy for its City operations, including:

- Participating in all future stages of the Local Government Power Purchase Agreement.
- Seeking power through this Agreement for all its electricity accounts for large buildings and facilities sites (Large Market) and the majority of its street lighting (Unmetered Street lighting).

EXECUTIVE SUMMARY

Darebin is currently leading feasibility and business case development on behalf of 38 other Councils across Victoria to explore entering a Power Purchase Agreement to secure renewable energy for Darebin's City operations. This work also has the potential to result in a significant increase in renewable energy use by the Local Government sector.

The project demonstrates the potential for Darebin to both embed low carbon practice in its own operations and to leverage its role to mobilise others – which are both key elements of Climate Emergency Darebin's advice in regards to priorities for Council's focus.

The Buyers' Group have completed a business case analysing the options for establishing a new electricity contract that also contains renewable energy (Power Purchase Agreement).

The business case has found that a Power Purchase Agreement can secure renewable energy, and also has the ability to drive financial savings. It has also found that the energy market is mature enough to supply in renewable energy under a Power Purchase Agreement of this type. The executive summary and results from the business case are contained in **Appendix A**.

The business case has demonstrated that compared with purchasing renewable energy under current contracting methods, a retail aligned PPA could deliver costs between 7-9% cheaper, and expanding to be between 19% cheaper and 10% more expensive when taking into consideration low and high forecasts of how the electricity market might change in the future.

Based on this information, the Buyers' Group has collectively agreed that it wishes to progress the project to the tender stage and seek offers from the electricity sector. Each participating Council is now considering its involvement. Other Councils that have not yet committed to the project will also be offered an opportunity to participate. This report recommends that Council continues its role as lead organisation, as well as involvement as a participant in the Buyers' Group.

Council Resolution

MINUTE NO. 19-094**MOVED: Cr. T McCarthy****SECONDED: Cr. K Le Cerf****That Council:**

- (1) Approves Council's participation including role as the lead organisation, in all future stages of the Local Government Power Purchase Project.
- (2) Approves the commitment of all of Council's Large Market and Unmetered Streetlighting accounts to the Local Government Power Purchase Project
- (3) Delegates the authority of the Chief Executive to finalise and execute the retail supply agreement contract(s) on behalf of Darebin Council, subject to the final offer(s) being within the agreed financial limits of: that the net present cost of the PPA offer to be no more than the cost of business as usual based on the mid-renewables scenario.
- (4) Receives a subsequent report at the conclusion of the tendering process that provides an update on the outcomes of the project.

CARRIED UNANIMOUSLY

8.7 PROPOSED SALE OF DISCONTINUED ROADS - REAR HICKFORD/BANFF STREETS, REAR BROADHURST AVENUE AND BARRY STREET, REAR O'CONNOR AND BARTON STREETS, RESERVOIR

Author: Property Officer

Reviewed By: General Manager Governance and Engagement

PURPOSE

The purpose of this report is to seek approval to commence the statutory process to sell the land from the following discontinued roads:

1. a 3.05-metre-wide former road adjoining the rear of 74 Hickford Street and 5 and 9 Banff Street, Reservoir, shown hatched on site plan in **Appendix A**
2. a 3.05-metre-wide former road adjoining the rear of 5 Broadhurst Avenue and 8 and 10 Barry Street, Reservoir shown hatched on site plan in **Appendix E**
3. a 3.05-metre-wide former road adjoining the rear of 35 O'Connor Street and 46 and 48 Barton Street, Reservoir, shown hatched on site plan in **Appendix I**.

EXECUTIVE SUMMARY

In 2018, Council received enquiries from the adjoining owners of the former roads listed above (former road 1, 2 and 3) looking to purchase the land adjoining their property, being part of the unsold land from previously discontinued roads. The land is known as:

1. Lot PT 1 on Title Plan 909115D (part being 50m²) (**Appendix C**), shown hatched on site plan in **Appendix A** and in orange in the aerial view in **Appendix B**
2. Lot 24 on Title Plan 017782J (**Appendix G**), shown hatched on site plan in **Appendix E** and in orange in the aerial view in **Appendix F**
3. Lot 28 and 29 on Title Plan 010422E (**Appendix K**), shown hatched on site plan in **Appendix I** and in orange in the aerial view in **Appendix J**.

Consultation with abutting property owners confirmed the feasibility of the proposed sale, with the property owners of 74 Hickford Street, Reservoir, 5 Broadhurst Avenue, Reservoir and 35 O'Connor Street and 3/46 Barton Street, Reservoir respectively indicating their interest by signing in-principle agreements to purchase the land from the discontinued roads at market value, as well as meeting all reasonable costs associated with the statutory process.

Council Resolution**MINUTE NO. 19-095**

MOVED: Cr. G Greco
SECONDED: Cr. K Le Cerf

That Council

- (1) Commences the statutory procedures under Section 189 of the *Local Government Act 1989* ('the Act') to:
- a) Sell the land from the discontinued road adjoining the rear of 74 Hickford Street and 5 and 9 Banff Street, Reservoir, shown as Lot PT 1 (part being 50m²) on Title Plan 909115D in **Appendix C**, to the owners of 74 Hickford Street, Reservoir
 - b) Sell the land from the discontinued road adjoining the rear of 5 Broadhurst Avenue and 8 and 10 Barry Street, Reservoir, shown as Lot 24 on Title Plan 017782J in **Appendix G** to the owners of 5 Broadhurst Avenue, Reservoir
 - c) Sell the land from the discontinued road adjoining the rear of 35 O'Connor Street and 46 and 48 Barton Street, Reservoir, shown as Lot 28 and 29 on Title Plan 017781L in **Appendix K** to the owners of 35 O'Connor Street and 3/46 Barton Street, Reservoir, respectively
- in accordance with Council Policy.
- (2) Gives public notice under Sections 189, 82A and 223 of the Act of the proposed sale in the appropriate newspapers and on Council's website, and in such notice, state that Council proposes to:
- a) Sell the land from the former road to the owners of 74 Hickford Street, Reservoir, 5 Broadhurst Avenue, Reservoir and 35 O'Connor Street and 3/46 Barton Street, Reservoir respectively by private treaty.
 - b) Transfer to itself any land that remains unsold.

CARRIED

8.8 CONTRACT AWARD - CT201846 - TRADES AND MINOR BUILDING WORKS PANEL**Author:** Building Strategy Advisor**Reviewed By:** General Manager Operations and Capital

PURPOSE

To seek approval to award Contract CT201846 to a Panel for the provision of Trades and Minor Building Works.

EXECUTIVE SUMMARY

Tenders were invited for the appointment of a panel of contractors for the provision of Trades and Minor Building Works CT201846. This will be a schedule of rates contract and the contract term sought is a 4-year term, with an initial period of 2 years plus 2 options of 1 year each.

The scope includes trades and renewal works covering both internal and external buildings and ad hoc minor building works. It includes facilities repairs, building repairs or alterations to existing buildings, building renewal works, provision of specialist trades and expertise, supply of building materials, supply of white goods and repairs of white goods as required.

The expenditure under this contract is expected to be significant over the 4 years term if fully executed. This is predominately due to the capital investment in renewing Council's buildings that is proposed over the next five years. As the tender value exceeded \$1.0 million, an external probity advisor was appointed to oversee the tender process.

A publicly advertised Request for Tender (RFT) was released on 26 January 2019 and tenders closed on 28 February 2019. The Tender Evaluation Committee (TEC) has finalised the evaluation and recommends awarding of contracts to a panel of contractors who were assessed as offering best value for money based on the evaluation criteria.

Council Resolution

MINUTE NO. 19-096**MOVED: Cr. S Amir**
SECONDED: Cr. J Williams**That Council:**

- (1) Enters into individual contracts with the following tenderers for the provision of Trades and Minor Building Works under CT201846 with an initial 2 year term plus 2 options to extend for 1 year each bringing the total contract to 4 years at an estimated cumulative amount of \$24.0 million (including GST). The contracts to commence on 1 July 2019 and expire on 30 June 2023 if all options are exercised.
 - Arden Building Maintenance Pty Ltd
 - McCormack Property Services Pty Ltd
 - Sherwood Construction Solutions Pty Ltd
 - DCFM Australia Pty Ltd
- (2) Authorises the Chief Executive Officer to finalise and execute the contracts on behalf of Darebin Council.
- (3) Authorises the Chief Executive Officer to exercise options for extensions if and when required.

CARRIED

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

Nil

10. NOTICES OF MOTION

Item 10.1 was addressed prior to Item 8.1.

11. REPORTS OF STANDING COMMITTEES

Nil

12. RECORDS OF ASSEMBLIES OF COUNCILLORS

12.1 ASSEMBLIES OF COUNCILLORS HELD

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

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

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

An Assembly of Councillors record was kept for:

- Council Briefing Session (**Amended**) – 27 February 2019
- Darebin Aboriginal Advisory Committee – 8 May 2019
- Council Briefing Session – 20 May 2019
- Darebin Nature Trust – 21 May 2019

Council Resolution

MINUTE NO. 19-097

MOVED: Cr. K Le Cerf
SECONDED: Cr. J Williams

That the record of the Assembly of Councillors held on 27 February 2019 (**Amended**), 8, 20 and 21 May 2019 and attached as **Appendix A** to this report, be noted and incorporated in the minutes of this meeting.

CARRIED

13. REPORTS BY MAYOR AND COUNCILLORS

Council Resolution

MINUTE NO. 19-098

MOVED: Cr. L Messina
SECONDED: Cr. S Amir

That Council notes the Reports by Mayor and Councillors.

CARRIED

REPORT OF CR. SUSAN RENNIE, MAYOR

Cr. Rennie reported on her attendance at the following functions/activities:

- Mayor one on one catch up with the CEO
- Ramadan Dinner with Darebin Interfaith Council, EPIC & VicPol Muslim Assoc
- Budget Briefing Session
- CEO Employment Matters Committee
- Barry Street, Northcote meet the residents
- Barry Street meeting and Parking Strategy questions discussion
- VCGLR Gambling forum
- Local Government Mayoral Taskforce supporting People Seeking Asylum
- Parking Strategy Briefing – MPs
- Briefing – pre meeting with Fiona Patten MP
- Creative Culture & Events catch up
- MEMPC (Municipal Emergency Management) briefing
- Briefing with The Mayor - Event - Meet The Makers + Homemade Marketplace + Darebin Bake Off
- Hearing Of Submissions - Annual Budget
- Councillor Briefing
- Mayor one on one catch up with the Deputy Mayor
- Meeting with Fiona Patten MP - CEO & Mayor
- Darebin Repair Cafe First Birthday
- Sorry Day Assembly - Thornbury Primary School
- Gambling Harm Reduction grants discussion
- Sorry Day morning tea – VAHS
- Nightingale 2.0 Site Tour
- Councillor Briefing
- CEO Employment Matters Committee
- Parking Strategy Filming - Website
- Climate Emergency/Solar Savers interview

- Parking Strategy Filming - Website
- Amnesty International - Refugee Community Sponsorship Program
- Mayer Park Project Meeting
- The Bridge - Annual General Meeting
- Mayor / CEO Meeting - Yarra/Darebin/Moreland
- Community Leaders in Sustainability course graduation
- Interview on 3KND Brekky Show
- MEMPC (Municipal Emergency Management) Meeting
- Briefing - Parking Letter
- VRGF evaluation conversation
- Darebin Education Committee Meeting
- Pitch IT Grand Final
- CEO Employment Matters Committee
- CEO Performance Review Committee
- HART Awards
- Inclusive Iftar for LGBTIQ Muslims
- Facilitator meeting - Climate Emergency Darebin
- Mayor one on one catch up with the CEO
- Council Briefing
- Leadership 2019 Summit – Canberra
- AHAAB meeting briefing
- MAV Metropolitan Forum
- Climate Emergency Darebin meeting
- Northcote High School – Climate Emergency Meeting
- Mayor one on one catch up with the Deputy Mayor
- Darebin Home Food and Wine Awards Presentation
- Darebin Homemade Food & Wine Festival - Meet the Makers Showcase + Homemade Marketplace + Darebin Bake Off
- Mayor one on one catch up with the CEO
- Council Meeting

REPORT OF CR. STEPH AMIR

Cr. Amir reported on her attendance at the following functions/activities:

- Councillor briefings x 5
- Meeting with Wallace Street residents regarding drainage
- Planning committee meeting
- Special rates hearing of submissions

- Photoshoot for 421 High Street
- Meeting with Phil Sutton regarding Climate Emergency Darebin
- IDAHOBIT flag raising and morning tea
- PD program May 19-24th
- Budget briefings
- Budget hearings
- Pitch It finals
- Regular meeting with CEO
- Conversations with Moreland councillors regarding parking strategy
- Conversations with residents regarding parking strategy, drainage issues, planning and other matters

REPORT OF CR. GAETANO GRECO**REPORT OF CR. KIM LE CERF****REPORT OF CR. TRENT MCCARTHY**

Cr. McCarthy reported on his attendance at the following functions/activities:

- Meeting with Student President, Principal and Deputy Principal of Northcote High School regarding Climate Emergency Declaration
- Darebin Falcons Matildas Vs Italy Event at Preston Town Hall
- Climate Emergency Darebin Workshop
- Meeting with NORTHLink Director
- Municipal Association of Victoria Metro and Rural Forum
- Launch of Living Melbourne Plan
- Community Meeting regarding Draft Parking Strategy
- Council Briefing
- Meeting with facilitator for CED workshop
- CEO Performance Review Committee Meeting
- PITCH IT Grand Final
- Community Leaders in Sustainability Graduation Event
- VCOSS Treasurer's Breakfast
- Jobs for Youth Campaign Launch
- Councillor Briefing
- Whitelion Bail Out Fundraising Event
- Hearing of Submissions Committee
- Post Federal Election Briefing by Markstone

- Darebin Nature Trust Meeting
- Budget Briefing
- Meeting re Nightingale Development

REPORT OF CR. LINA MESSINA

Cr. Messina reported on her attendance at the following functions/activities:

- Melbourne Transport Forum
- Wine Making workshop - Darebin Homemade Food & Wine Festival
- Food Preserving Workshop Melbourne Food & Wine Festival
- Myrtleford Italian Festival
- Festa Della Repubblica Invite Italian Consul General
- Strategies Policy Advisory Group - MMRWG
- Planning Committee Meeting
- Hearing of Submissions x2
- Various Briefings
- Various Residents meetings
- Residents Parking Strategy forum- Welcome to Thornbury
- IFTAR Dinner- Victoria University
- Joannies Barretto- Budging Stories from a suitcase
- Charity Event Feed
- Launch 421 High St Preston
- Ramadan Dinner
- Big Night In Thornbury
- Festa Del Santa Giovanna
- Pitch It Grand Final
- Northern Business Breakfast
- Darebin Meet the Makers Event
- Darebin Homemade food & wine festival

REPORT OF CR. SUSANNE NEWTON

Cr. Newton reported on her attendance at the following functions/activities:

- Ramadan Dinner at East Preston Islamic College
- Darebin Nature Trust Meeting
- Living Cities Forum
- Hearing of submissions - annual budget
- Australian Local Government Women's Association (ALGWA) Bursary and AGM

- Pitch IT grand final
- Darebin Disability Advisory Committee
- Council briefings - multiple
- Community meeting - Darebin Parking Strategy
- Darebin Aboriginal Advisory Committee meeting
- Weekly meetings with the Mayor
- Darebin Homemade Food and Wine Festival
- Soul Time - restring the balance (Bahai service)

REPORT OF CR. JULIE WILLIAMS

REPORT OF CR. TIM LAURENCE

Cr. Laurence is currently on an approved leave of absence

14. CONSIDERATION OF REPORTS CONSIDERED CONFIDENTIAL

15. CLOSE OF MEETING

The meeting closed at 9.04pm.

**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

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