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AGENDA

Council meeting to be held
at Darebin Civic Centre,
350 High Street Preston
on Monday, 20 June 2016
at 7.00 pm

Public question time will
commence shortly after 7.00 pm



ACKNOWLEDGEMENT OF DAREBIN'S ABORIGINAL AND TORRES STRAIT ISLANDER COMMUNITY

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

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

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



Italian

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

Greek

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

Chinese

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

Arabic

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

Macedonian

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

Vietnamese

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

Bosnian

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

Croatian

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

Portuguese

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

Serbian

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

Somali

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

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Agenda

1. MEMBERSHIP

Cr. Vince Fontana (Mayor) (Chairperson)

Cr. Gaetano Greco

Cr. Tim Laurence

Cr. Bo Li

Cr. Trent McCarthy

Cr. Steven Tsitas

Cr. Angela Villella

Cr. Oliver Walsh

Cr. Julie Williams

2. APOLOGIES

3. DISCLOSURES OF CONFLICTS OF INTEREST

4. CONFIRMATION OF THE MINUTES OF COUNCIL MEETINGS

Recommendation

That the Minutes of the Ordinary Meeting of Council held on 6 June 2016 be confirmed as a correct record of business transacted.

5. PUBLIC QUESTION TIME

PLEASE NOTE: Questions from the public must be submitted prior to the commencement of Council meetings.

- Questions can be submitted online up to 4.00 pm on the day of the meeting:
 - At darebin.vic.gov.au/publicquestiontime; or
 - By email to PQT@darebin.vic.gov.au
- Question can also be submitted in person:
 - At the counter of the Preston Customer Service, 274 Gower Street, Preston until 5.00 pm on the day of the meeting
 - At the Council Chamber from 6.45 pm to 7.00 pm on the day of the meeting

Council officers are available to assist residents in the preparation of questions between 3.00 pm and 5.00 pm on the day of the Council meeting. For assistance please call (03) 8470 8888 and you will be directed to the appropriate department.

No questions will be accepted after 7.00 pm on the night of the Council meeting.

Questions that relate to items that are listed on the Agenda cannot be responded to.

The Mayor will read the question and provide a response. If a question cannot be answered at the meeting, a written response will be prepared and forwarded to the person raising the question.

Residents do not need to attend the meeting for a question to be answered.

A period of up to 30 minutes will be set aside to enable the Chairperson to read out the questions submitted by the public in accordance with the above guidelines and to provide responses.

6. CONSIDERATION OF REPORTS

6.1 OFFER OF LEASE – FORMER PRESTON GIRLS SCHOOL

Author: Manager Assets and Properties

Reviewed By: Director Assets and Business Services

Report Background

This report is in response to an offer of lease received from the Department of Education and Training for use of the former Preston Girls School. This site has been the subject of several Council resolutions, including resolutions regarding leasing the site from the Department.

Previous Council Resolution

At its meeting held on 2 December 2013, Council resolved:

'That the Mayor write to the Minister for Education, the Shadow Minister for Education and local Parliamentarians as a matter of urgency, stating Council's position that the former Preston Girls Secondary School site remains a publicly owned site for the use of public education and/or community use.'

At its meeting held on 16 December 2013, Council resolved:

'That the Mayor write to the Minister of Education as a matter of urgency, requesting information on what arrangements the education department has put into place to provide security, maintenance and ongoing community access at the Preston Girls Secondary School site post December 20, when the school year ends and the holiday season begins.'

At its meeting held on 4 July 2014, Council resolved:

'That the Mayor write to the Minister of Education seeking an urgent meeting to advance Councils proposal to lease the former Preston Girls site with a view to obtaining a decision from the department by the end of the year. The justification for a timeline is for Council to be in the position to make informed decisions before the budget review in December if the site is leased to Council and allows for the relocation of the Intercultural Centre to the site.'

At its meeting held on 23 November 2015, Council resolved:

'That Council:

- a. *Commends the Member for Preston, the Minister for Education and the Department of Education and Early Childhood Development for their commitment in maintaining the site of the former Preston Girls Secondary College as public land for educational purposes.*
- b. *Reaffirms its commitment for public education for Darebin residents and their children.*
- c. *Endorses the call from High School for Preston and many parents from Preston and surrounding areas for the site of the former Preston Girls Secondary College to be re-opened as a public high school as a matter of urgency due to the growing population of primary school aged children placing the increased enrolment demands for public secondary schools in the City of Darebin.*
- d. *Invites the convenors of the High School for Preston to brief the council on information and data gathered to date on the need and demand for a high school in Preston.*

- e. *Calls on the Andrews government to fulfil its election promise to make Victoria the “education state” by committing funding in the 2016/2017 state budget to re-open the site of the Preston Girls Secondary College as a public high school by 2017.*
- f. *Writes to, and authorises the mayor, the CEO and senior officers to hold urgent discussions with, the Premier, treasurer, relevant ministers, local members and their opposition counterparts informing them of the above.*
- g. *Receives a report in early 2016 updating the council on the progress of this issue and outline what additional advocacy efforts and resourcing requirements from the council to assist in the re-opening of the school by 2017.’*

Previous Briefing(s)

Councillor Briefing – 23 May 2016

Council Plan Goal/Endorsed Strategy

Goal 1 – Vibrant City and Innovative Economy

Strategy 1.5 – Existing and new physical assets and infrastructure

Goal 2 – Healthy and Connected Communities

Strategies:

- 2.6 Community health and fitness and access to opportunities (physical environments that help improve the community’s mental and physical health and fitness and provide opportunities to access parks and gardens)
- 2.10 Social and physical connectedness (provide opportunity for isolated residents to connect with the wider community via accessible public spaces)
- 2.14 Equity in sport (equitable participation and access to sporting activities)

Summary

Council has received a draft lease from the Department of Education and Training (DET) for land and limited building access at the former Preston Girls School. The terms of the lease offer the site at a peppercorn rental for a period of three years, with scope for the lease to be extended on a year by year basis at the discretion of the Minister for Education. Council would be responsible for all outgoings and maintenance during the lease period as well as any capital outlay to improve the site and buildings for public use.

DET is currently undertaking a review of school provision in the Preston area, which may result in the re-opening of the former Preston Girls School as a high school. Stage one of the review has identified that there will be a shortfall in secondary school places in the Preston area post 2025 and that by 2031 this shortfall will reach 1600 places. Stage two of the review is underway and will be presented to the Minister for education later this year.

The proposed lease presents Council with an opportunity to make use of the former Preston Girls School site in the period up to its possible re-opening. Such use could include provision of a new public park in central Preston, access to outdoor netball courts and access to the gymnasium building which contains an indoor netball/basketball court – all of which would meet existing deficiencies in the central Preston area.

Should Council decide to enter into the lease arrangement, it is proposed that Capital funds be provided via the 2016/2017 budget to enable sufficient works to make the school grounds and gymnasium fit for community use. Additional funds would be required on an annual basis to provide for maintenance to the grounds and building.

It is recommended that Council accept the offer of lease from the Department of Education and Training and that sufficient funds be allocated to the capital and operating budgets over the next three years.

Recommendation

That Council:

- (1) Direct the Mayor to write to the Minister for Education to provide thanks and acceptance for the offer of a lease of the Department of Education and Training land at the site of the former Preston Girls School on the corner of Cooma and Gower Streets, Preston.
- (2) Authorise the CEO or delegate to negotiate and sign a three year lease with the Department of Education and Training for municipal use of Department of Education and Training land at the former Preston Girls School on the corner of Cooma and Gower Streets, Preston.
- (3) Note \$150,000 in capital funding for the provision of public park infrastructure and undertaking building compliance works to enable community use of the gymnasium at the former Preston Girls School has been included in the proposed 2016/2017 Budget.
- (4) Refer \$40,000 operational funding for ground and building maintenance at the former Preston Girls School to the 2016/2017 Budget for funding consideration.

Introduction

The former Preston Girls School is located in Cooma Street, Preston on a 21,000m² site close to High Street and the Preston Market. The site is a collection of land parcels variously owned by the State Government, Council and the estates of private individuals.

The Preston Girls High School opened in February 1928 and was Preston's first state secondary school. It began with enrolments of over 600 students and offered professional and domestic courses.

The school population peaked in the 1970's with over 900 students enrolled. The school continued operations until 2013 when falling enrolments led the school council to advise the State Government that the school was no longer viable. The school has been closed and vacant since December 2013.

Council, at its meeting of 2 December 2013 considered an item of General Business and resolved as follows:

'That the Mayor write to the Minister for Education, the Shadow Minister for Education and local Parliamentarians as a matter of urgency, stating Council's position that the former Preston Girls Secondary School site remains a publicly owned site for the use of public education and/or community use.'

In February 2014 Council was received a letter from the Executive Director Infrastructure and Sustainability Division of the Department of Education and Early Childhood Development (DEECD).

The DEECD advised that they were considering the future of the Preston Girls site and that an assessment would be undertaken to determine if the school would be required to be retained for educational purposes.

School Provision Review for the Preston Area

The state Labor government made an election promise as part of the 2013 election to undertake a provision review regarding the need for a high school in Preston and the reopening of the Preston Girls Secondary College as a suitable site. The review covers the suburb of Preston and the nearby suburbs of Alphington, Fairfield, Northcote, Coburg, Thornbury, Reservoir, Bundoora-Macleod, Fawkner, Heidelberg Heights and Kingsbury.

Stage One of the review assessed the level of need generated from the Preston community for secondary school education. As part of Stage One, the Department undertook community consultation to explore local issues and perspectives. The findings of Stage One indicated that projected secondary school enrolments are likely to exceed current capacity in the area between 2016 and 2025 and that by 2031 this shortfall will reach 1,600 government secondary school places.

Stage Two of the review is now underway and will look at options to better meet the needs of Preston residents. This will include further consultation with the community and key stakeholders. The following considerations have been identified for Stage Two of the review:

- Develop options to identify when, where and how additional needs should be met in the future.
- Assess the suitability of the Preston Girls' Secondary College site to accommodate additional secondary school need.
- Consider issues highlighted by the community, notably relating to access and transport.
- Consider how schools currently supporting Preston families will be impacted by any new provision.
- Consider the implications of maintaining a high reliance on relocatable classrooms in the long-term.

Following the completion of Stage Two the findings and options will be presented to the Minister for Education. The timing and execution will be subject to availability of funding and prioritisation of the project at a State level.

Issues and Discussion

Lease Offer

Officer contact with DET to organise a lease for the former Preston Girls Secondary College site was initiated in response to Council's resolution of 4 July 2014:

'That the Mayor writes to the Minister of Education seeking an urgent meeting to advance Councils proposal to lease the former Preston Girls site with a view to obtaining a decision from the department by the end of the year. The justification for a timeline is for Council to be in the position to make informed decisions before the budget review in December if the site is leased to Council and allows for the relocation of the Intercultural Centre to the site.'

Council initially approached the DET to lease the whole site including all buildings over a ten year period. As part of these negotiations Council engaged an engineering consultant to undertake a condition and maintenance survey of the site. The survey identified approximately \$320,000 of compliance upgrade works that were immediately required and a further \$1.37M in maintenance and asset renewal works over the next ten years. Discussions with the DET stalled for some time whilst the school provision review was set up and then underway.

In May 2016, the DET provided Council with a draft lease for the former Preston Girls School site. The general details of the lease are as follows:

- Access to the open space areas of the site, the gymnasium and the outdoor netball courts (refer to map at **Appendix A**)
- A term of three years
- Rent of \$1 per annum
- Council to be responsible for all outgoings and maintenance

Lease Term

The lease has been offered with a term of three (3) years with no options for future extension past this period. Alternate lease terms have not been offered by the DET. DET staff have advised that the lease term may be extended on a year to year basis at the discretion of the Minister for Education depending on the outcome of the review of the need for a high school for Preston and the timing of the opening of that school.

Rental

The proposed rental of \$1 per annum is considered appropriate for the site given the potential for community and municipal use of the facility.

Maintenance/Outgoings

The draft lease notes that Council would be responsible to keep the Premises in the same condition as it was in at the date the Tenant first entered occupation of the Premises (fair wear and tear excepted), including by carrying out any repairs or maintenance required to capital or structural items.

It is estimated that the grounds maintenance (mowing and weed control) would cost in the order of \$20,000 per annum. Building maintenance (for the gym and toilets) has been estimated at \$20,000 per annum to provide for essential safety measures, cleaning and other planned/reactive maintenance.

Alterations to Premises

Council must ensure that must ensure any alterations or works to the premises are carried out by qualified tradespersons approved by DET in accordance with plans and specifications approved by DET. Works must also be carried out under the supervision of the DET's nominated architect or consultant (the cost of which must be paid by for by Council). Council is required to return the site to its original condition at the end of the lease.

A provisional sum of \$150,000 has been included in the draft 2016/2017 capital works program for works associated with transformation of the former Preston Girls School site into a publicly accessible site that can provide active and passive recreation opportunities. This amount includes \$60,000 for building works and \$90,000 for open space works.

Options for Consideration

Option 1 – Accept the Lease (recommended)

Council resolves to accept the lease under the terms that have been offered. These terms have been arrived at following months of negotiation with the DET and are unlikely to be made more favourable than what has been offered.

The majority of the open areas of the school can be used for passive open space, the gymnasium and netball courts for active recreation and a vacant lot on the Gower Street frontage may be a suitable site for a kindergarten portable. Should Council resolve to proceed with the lease it is proposed that a masterplan for the site would be prepared and agreed with DET prior to works commencing.

Option 2 – Reject the Lease (not recommended)

Council resolves to write to the DET and advise that it no longer requires a lease for the site.

Financial and Resource Implications

Funds for capital improvements (\$150,000) have been provisionally included in the proposed 2016/2017 Budget. Funding for operational maintenance (\$40,000) would need to be referred to the 2016/2017 Budget for consideration as recurrent expenditure.

Risk Management

The lease provides for assignment and indemnification of risk between the two parties.

The provision for capital works would enable the removal/repair of items within the site which may present a risk to users.

Policy Implications**Economic Development**

There are no factors in this report which impact upon economic Development. The lease specifically states that Council must not use the site wholly or predominantly for the sale or hire of goods by retail or the retail provision of services.

Environmental Sustainability

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

Human Rights, Equity and Inclusion

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

Other

There are no other factors which impact on this report.

Future Actions

- Letter to Minister for Education
- Review and finalisation of lease document
- Preparation of a masterplan for the site and approval of plan by DET
- Capital works to building and grounds
- Construction of kindergarten
- Opening to the public

Consultation and Advocacy

No community consultation has been undertaken at this point. The following internal departments were consulted in the preparation of this report:

- Assets and Properties
- Parks and Vegetation
- Leisure and Public Realm
- Families, Children and Community Services

Related Documents

- Proposed Lease Area, Preston Girls School (**Appendix A**)
- Lease, Premises: part former Preston Girls Secondary College, Cooma Street, Preston, Victoria 3072 – Prepared by Maddocks Lawyers on behalf of the Minister for Education, May 2016
- Property Asset Management Strategy, Darebin City Council, 2014
- Valuation and Report for Parcels of Council Owned Land Occupied by Preston Girls Secondary College Cooma Street, Preston, GM Brien and Associates Pty Ltd, June 2013
- Council Minutes – 2 and 16 December 2013, 4 July 2014 and 23 November 2015

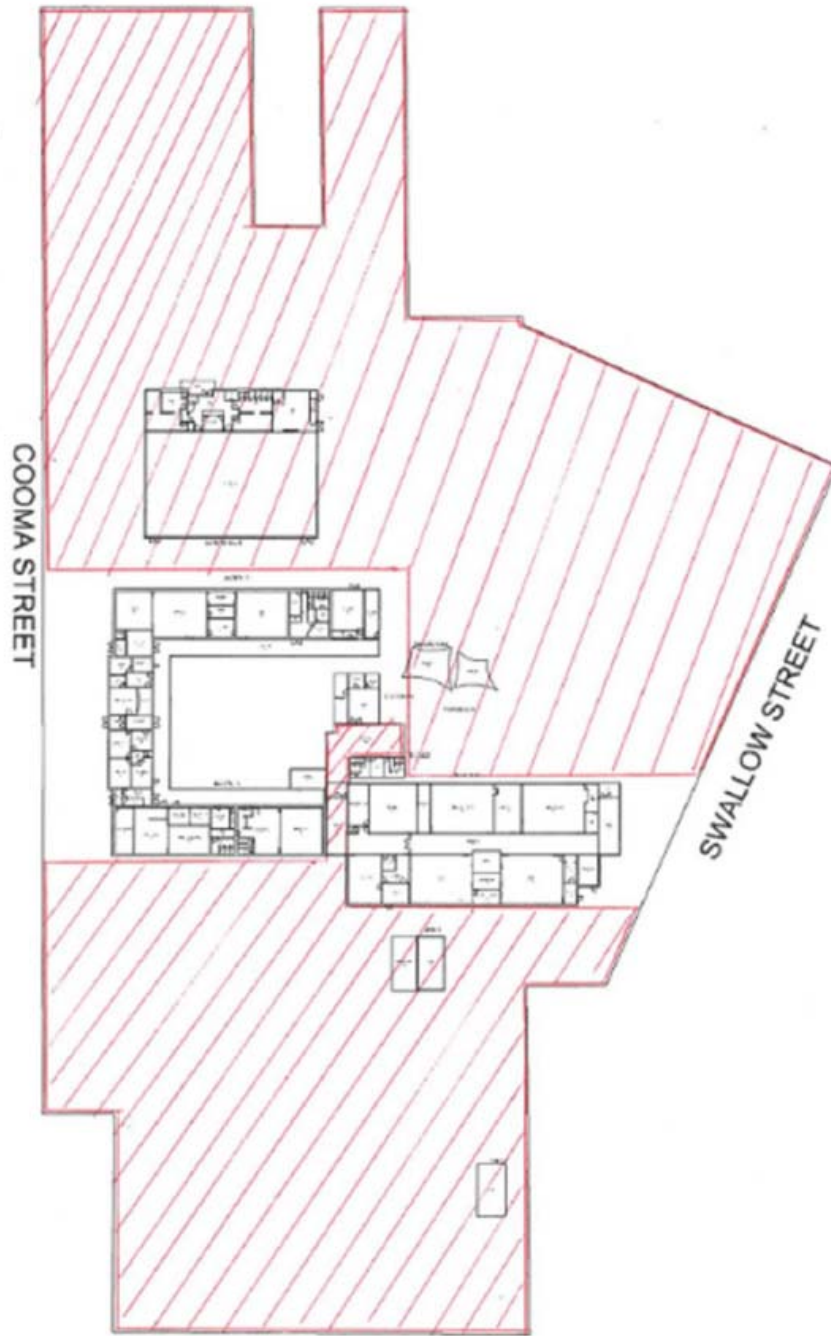
Disclosure of Interest

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

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

APPENDIX A

Proposed Lease Area – Former Preston Girls School



6.2 SALE OF SURPLUS COUNCIL LAND – 2 DOLE AVENUE, RESERVOIR

Author: Manager Assets and Properties

Reviewed By: Director Assets and Business Services

Report Background

Following the successful opening of the Keon Park Children's Hub in Dole Avenue, Reservoir, the former maternal child health centre and kindergarten across the road at 2 Dole Avenue is no longer required for Council services. At the time of preparing the business case for funding the Keon Park Children's Hub it was intended that this property would be sold once the hub opened and users were transferred across to offset Council's capital contribution to the cost of works. The site has been vacant for over a year.

Previous Council Resolution

This matter has not been the subject of a previous Council resolution.

Previous Briefing(s)

Councillor Briefing – 23 May 2016

Council Plan Goal/Endorsed Strategy

Goal 1 – Vibrant City and Innovative Economy

Strategy 1.5 – Existing and new physical assets and infrastructure

Summary

An assessment of the site using the Property Assessment Tool has identified that 2 Dole Avenue serves no strategic purpose and is surplus to current and future Council requirements.

This report recommends that Council commence a consultative process with the community to ascertain if there is any support for, or opposition to, a proposal to sell the property on the open market.

Recommendation

That Council:

- (1) Commence a community consultation process to investigate a proposal to dispose of Council owned land at 2 Dole Avenue, Reservoir, which is no longer required for the purposes for which it was initially acquired.
- (2) Council receive a report on the outcome of the community consultation in relation to a proposal to dispose of Council owned land at 2 Dole Avenue, Reservoir.

Introduction

Maternal Child and Health (MCH) and Kindergarten services that were previously provided from the Keon Park MCH and Kindergarten facility at 2 Dole Avenue Reservoir have relocated to the new Keon Park Children's Hub facility situated at 1-7 Dole Avenue.

Children, Families and Community department that provided the services have confirmed that the now vacant building at 2 Dole Avenue is no longer required for the on-going delivery of their services.

Issues and Discussion**2 Dole Avenue, Reservoir**

The existing building was purpose built by Council circa 1974 specifically for use as a kindergarten and maternal child health centre (MCH). The building comprises a single level brick building with a floor area of approximately 240m². Internally, there are multiple rooms including a 75m² kindergarten room, adjoining office, kitchenette, storage and infant toilets. The MCH comprises a single consulting room and designated waiting area. Externally, the landscaped areas provide for a rustic bushland setting with large expanses of softfall mulch for kindergarten use.

The building has not been upgraded or redeveloped since initial construction; as a result the appearance is somewhat dated, tired and reflective of a 40 year old building. Whilst there is some evidence of brickwork cracking, possibility due to large trees in close proximity to the building perimeter, the structure appears sound. The existing building does contain asbestos and would not meet current regulations in terms of amenities and accessibility.

Any building reuse would, as a minimum, require some level of upgrade or redevelopment to comply with current building regulations and occupancy standards.

Property Asset Management Strategy and the Decision Logic Matrix

Council adopted a Property Asset Management Strategy (PAMS) in 2014 which seeks to enable strategic decision making and align actions relating to property assets to Council's broader policy objectives. PAMS provides Council with a basis for achieving a sustainable property portfolio capable of generating enhanced community outcomes.

PAMS contains a Property Management Framework (Figure 1) which depicts a methodology for municipal decision making which is founded on service needs and is responsive to budgetary implications.

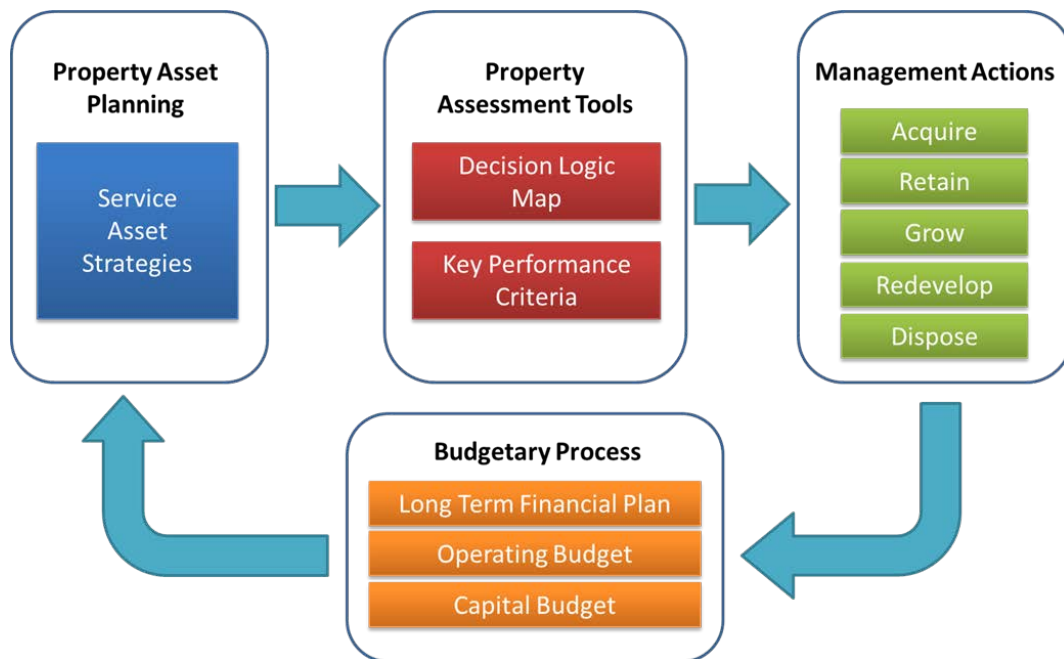


Figure 1- Property Management Framework

A vital element of the Property Asset Management Strategy is the Decision Logic Map (refer to **Appendix A**) which asks a series of key questions in order to arrive at one of four hold points – Dispose, Maintain, Grow or Redevelop as shown in Figure 2.

		Service Provision	
		High	Low
Development Potential	High	Grow (Council undertakes actions to develop the property or transform existing use)	Redevelop (partnership with other parties to develop property or transform existing use)
	Low	Maintain (business as usual)	Dispose (Council sells the property)

Figure 2- Decision Logic Matrix

An assessment of the 2 Dole Avenue property using the decision logic map is provided at **Appendix B**. The assessment has identified that the site is surplus to Council requirements and that Council may consider disposing of the site.

Options for Consideration

Option 1 – Investigate Sale (Recommended)

That Council resolves to commence community consultation to determine if there is any support for, or opposition to, a proposal to sell the land.

The community consultation element of the Sale of Major Council Property Assets process provides Council with an option to test community sentiment about a proposed sale prior to commencing an expensive and time consuming statutory consultation process.

Should the community consultation indicate that the sale would be unlikely to be supported by the community or that an alternative use for the site is identified, Council would be in a position where it can more readily respond. A successful community consultation process would serve to inform community members on the proposal and the process whilst addressing easily resolved issues prior to the commencement of a statutory process to consider a proposed sale.

The community consultation process would include:

- Letterdrop of the area surrounding the site (250m buffer)
- Public information session (held at Keon Park Community Hub, advertised by letter drop, on social media, in Mayor's column and via website events page)
- Production of a discussion paper containing QandA on the site and the sale process (2-sided A4 brochure, to be included in letter drop)
- Community submissions on the proposal (4 week window for submissions)

A report would be provided to Council following the community consultation.

This option is recommended.

Option 2 – Commence Sale

That Council resolves to skip the community consultation element of the draft Sale of Major Council Property Assets process and proceed directly to statutory consultation.

The community consultation element of the process exists as a circuit-breaker for potentially controversial sites providing Council with an option to test community sentiment about a proposed sale prior to commencing an expensive and time consuming statutory consultation process.

Given that this site is unlikely to generate much interest from the community, except perhaps in terms of possible final use as a multi-unit Development site, Council may consider it unnecessary to undertake an additional layer of community consultation prior to the statutory consultation. The statutory process allows for any affected party to make a submission and be heard by Council prior to Council making a decision on whether or not to sell the land.

Under this option, the sale process could be completed within the 2016/2017 financial year (if Council were to decide to sell the land after receiving, hearing and considering any submissions).

Option 3 – Re-use Building (not recommended)

Resolve to investigate options to re-open and reuse the building. This option would involve:

- Identification and Development of a service to be delivered from the building
- Assessment of the building to determine the condition, works required to meet current codes and works required to meet the functional requirements of the new service
- Costs for the maintenance works, capital works and operating costs for the building and new service (e.g. staff costs) to be referred to the appropriate budget cycle.

This option is not recommended.

Option 4 – Do nothing

That Council resolves to take no action or may make no resolution on the matter.

The land would continue to remain in Council ownership and minor expenses would continue to be incurred relating to managing security on the site. The land would likely increase in value (in line with property values in the area) over time.

Council may, at some time in the future, resolve to commence the sale process or to use the building for another purpose.

Financial and Resource Implications

The City Valuer has estimated the 915m² site to have a value of \$700,000 as at May 2016. Costs associated with the community consultation into the proposed sale of the land are able to be accommodated within existing allocations. The site currently incurs minor monthly expenses for security monitoring.

Risk Management

Risk is generally defined as the effect of uncertainty on organisational objectives. Risks associated with the building are being monitored through restricted access and periodic monitoring.

Policy Implications**Economic Development**

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

Environmental Sustainability

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

Human Rights, Equity and Inclusion

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

Other

There are no other factors which impact on this report.

Future Actions

- Preparation of a communications plan
- Consult with the community on the proposal
- Report to Council on outcome of community consultation

Consultation and Advocacy

No community consultation has been undertaken at this point in the process. This report recommends that the community be advised that this site is no longer required for the purpose for which it was originally acquired.

Internal departments consulted in preparing this report:

- Assets and Properties
- Children, Families and Community Development

Related Documents

- Decision Logic Map (**Appendix A**)
- Decision Logic Map Assessment of 2 Dole Avenue, Reservoir Map (**Appendix B**)
- Sale of Major Council Property Assets Timeline Map (**Appendix C**)
- Property Asset Management Strategy, Darebin City Council, 2014

Disclosure of Interest

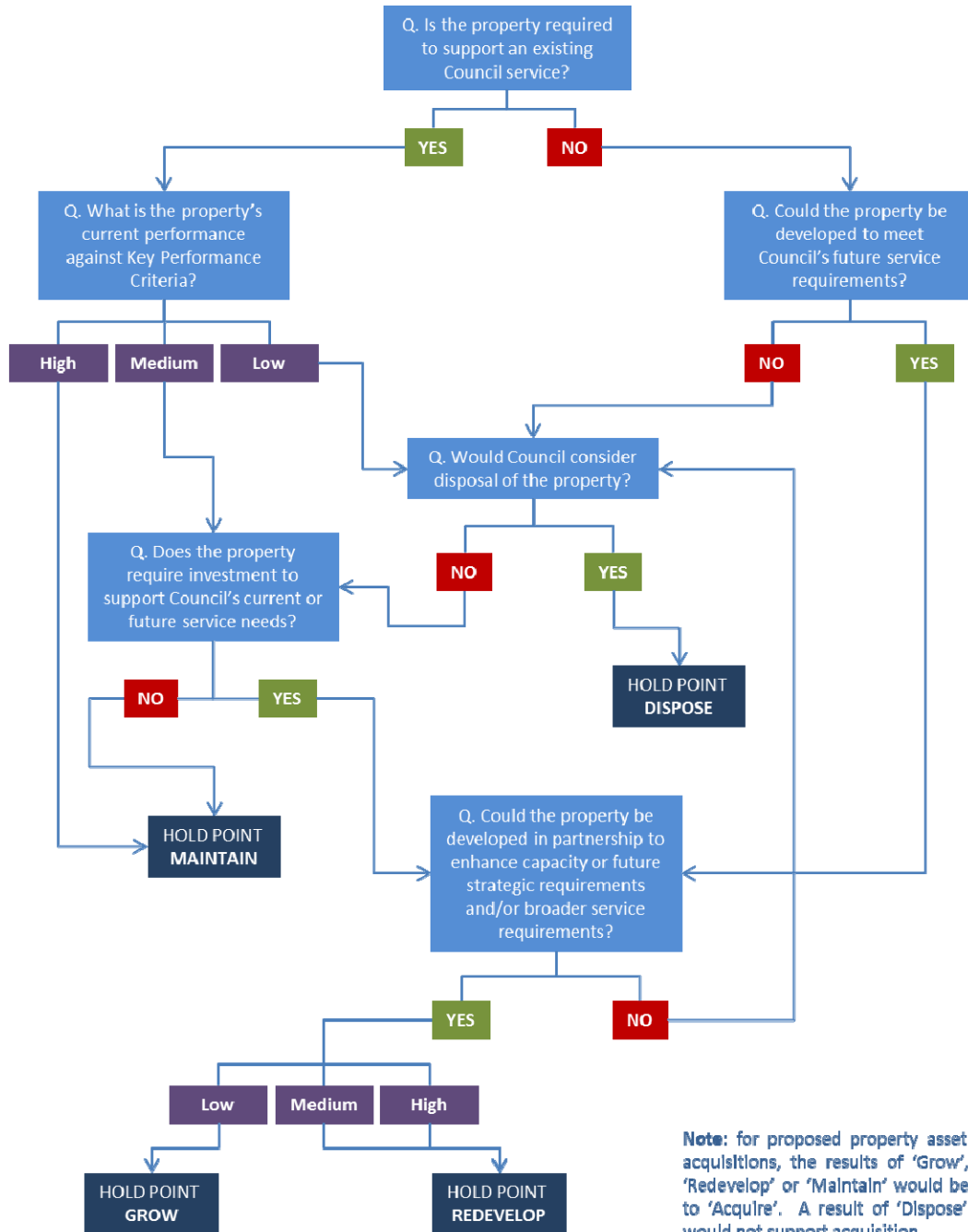
Section 80C of the *Local Government Act 1989* requires members of Council staff and persons engaged under contract to provide advice to Council to disclose any direct or indirect interest in a matter to which the advice relates.

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

APPENDIX A

Decision Logic Map

Property Asset Management Strategy



Note: for proposed property asset acquisitions, the results of 'Grow', 'Redevelop' or 'Maintain' would be to 'Acquire'. A result of 'Dispose' would not support acquisition.

APPENDIX B

Decision Logic Map Assessment – 2 Dole Avenue, Reservoir

2 Dole Avenue is a 915m² site in northern Reservoir. The site is unusual in that it is triangular and has a wide frontage onto Dole Avenue. A single storey building has been constructed in the centre of the site. The existing building was purpose built by Council circa 1974 specifically for use as a kindergarten and maternal child health centre (MCH). The building has a floor area of approximately 240m². Internally there are multiple rooms including a 75m² kindergarten room, adjoining office, kitchenette, storage and infant toilets. The MCH comprises a single consulting room and designated waiting area. Externally, the landscaped areas provide for a rustic bushland setting with large expanses of soft fall mulch for kindergarten use.



Figure B.1 – 2016 Aerial Photograph of 2 Dole Avenue, Reservoir

Land Zoning and Planning Scheme Protections

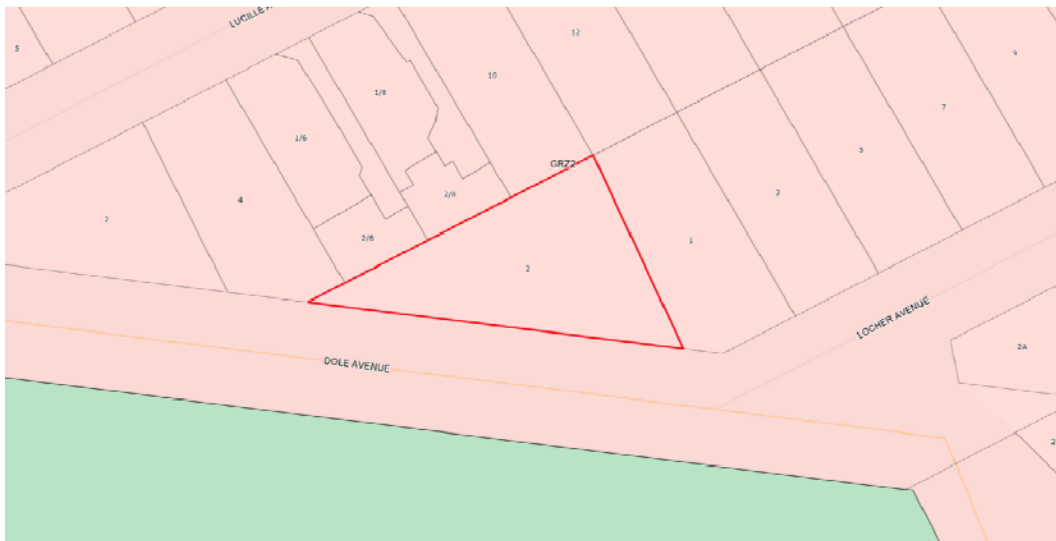


Figure B.2 – Zoning -16-20 Dumbarton Street Reservoir

The site is located at the interface of a General Residential Zone 2 (GRZ2) and a Public Park & Recreation Zone (PPRZ). There are no overlays on the site.

Market Valuation

The City Valuer has estimated the 915m² site to have a value of \$700,000 as at May 2016.

Decision Logic Map Assessment

Q – Is the property required to support an existing Council service?

NO – the land is not required to support an existing Council service.

Q – Could the property be developed to meet Council's future service requirements?

NO – No documented strategic need exists for the provision of any new Council service from this location. It is anticipated that any need which may arise, such as for community group meeting space, can be accommodated at the new Keon Park Community Hub which is located directly opposite this site.

Q – Would Council consider disposal of the property?

POSSIBLY – Given that the site is no longer required for the original purpose and that no other service has a use for the building, it is likely that Council would consider disposal of the property.

PROVISIONAL HOLD POINT – DISPOSE

After undertaking a review of the property using the Decision Logic Map, it is clear that the land is no longer required for its original purpose nor is there any other strategically identified need for this site to be developed to support another Council service.

Risks

The risks associated with this property reside mainly in its current status as an unoccupied and unused building. Risk of vandalism and damage to the building and surrounds is managed through security contract.

RECOMMENDATION

The Council owned property at 2 Dole Avenue, Reservoir is no longer required for the purpose for which it was initially purchased: MCH/kindergarten. No other service has identified a strategic need for this facility's size, type or location and so it is being provisionally considered as surplus to Council's current requirements.

It is recommended that Council consider commencing a community consultation process to determine if it is worthwhile to start the statutory process to dispose of this property.

APPENDIX C

Sale of Major Council Property Assets Process/Timeline

Action	Description	Timeframe
Council briefing	Council briefing on land identified as surplus.	1 month
Council report	Report to Council providing an assessment tool analysis of the property.	1 month
Consultation with the community	Non-statutory consultation in relation to the potentially surplus land.	2 months
Council briefing	Briefing to provide update on outcome of preliminary consultation	1 month
Council report	Report to Council with outcome of preliminary consultation, recommendation to commence statutory process (if supported by community).	1 month
Statutory consultation	Section 189 (which relates to land sales) of the Local Government Act 1989 triggers section 223 of that Act which requires public consultation and hearing of submissions (if required).	1 month
Hearing of Submissions	Should any submitter request to be heard, a Hearing of Submissions Committee Meeting will need to be called.	1 month
Council briefing	Briefing to Council outlining statutory consultation process, addressing submissions and making a recommendation to proceed/not proceed with the proposed sale.	3 weeks
Council report	Report to Council to conclude statutory process (to sell or not sell).	1 month
Sale process	Preparation of contracts of sale, advertising, negotiation with prospective purchasers.	2 months
Settlement	Usually a 60 day period.	2 months
Transfer of land	Transfer of land to be arranged with Titles Office upon payment of land value.	1 week
TOTAL PROCESS TIME (post initial Council report)		13 months

6.3 ROAD ASSET MANAGEMENT PLAN REVIEW

Author: Manager Assets and Properties

Reviewed By: Director Assets and Business Services

Report Background

This report presents a review of the 2009 Road Asset Management Plan.

Previous Council Resolution

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

Previous Briefing(s)

Councillor Briefing – 23 May 2016

Council Plan Goal/Endorsed Strategy

Goal 1 – Vibrant City and Innovative Economy

Strategy 1.5 – Existing and new physical assets and infrastructure – Review and continue to manage the existing asset base, ensuring that the city's public spaces, drains, roads, footpaths, facilities, street trees parks and other infrastructure are maintained to the highest standard.

The Road Asset Management Plan is a 'Supporting Strategic Plan' to the Council Plan 2013-2017 (p. 35).

Summary

The production of asset management plans has been identified in Council's Asset Management Strategy 2015–2019 to identify the processes and practices involved in managing Council's infrastructure assets, identify gaps and improvement actions and to provide long-term financial forecasts for the maintenance and provision of infrastructure to meet community needs and level of service expectations.

The Road Asset Management Plan (RAMP) covers non-living infrastructure assets within land designated as a 'road reserve' as well as all bridge-type structures and shared paths both in roads and open spaces. Road assets are provided by Council to support transport, access and economic activity across and throughout the City of Darebin. Road assets are used by everybody, every day.

The RAMP communicates Council's intentions for the management of its road assets. A new version of this Plan has been produced which reviews the performance of Council's road assets over the last 7 years and sets levels of service and financial forecasts for the management road assets over the next 20 years. This review presents the third iteration of the RAMP since its initial creation in 2007.

Overall, the whole of Council's road assets are in 'fair' to 'good' condition. The road surface/base sub-groups (the most valuable assets in the class) have remained in 'very good' condition since the adoption of the 2009 RAMP.

In terms of asset quantities, there has been a 10km increase in shared paths and 240 additional traffic control devices added since the last plan and very little change to the other asset sub-classes.

This review has expanded and better defined levels of service that Council will provide to road users. Using a new format based on an analysis of best practice in defining service levels in both Australia and New Zealand, levels of service have been identified for the following customer values:

- Quality
- Safety
- Function
- Accessibility
- Aesthetics
- Responsiveness
- Cost Efficiency

Going forward, the RAMP seeks to set a goal to maintain the road network in 'very good' condition and provides a recommended funding level to achieve this goal. Recent trials in a new style of asphalt (stone mastic) have shown superior performance to traditional asphalt (dense graded) at half the thickness for two thirds of the cost. This asphalt is now being widely used in Council's asphalt re-sheeting program, resulting in an ability to maintain the condition of the road network at current funding levels.

The plan estimates that Council will require \$950,000 per annum over the next seven years to deal with the backlog of tripping hazards on Council's 1,033km footpath network, before tapering down to an annual expenditure of \$400,000 to manage only the hazards that arise during each year.

The RAMP notes that three footbridges will need replacement over the next decade, being the timber bridges over the Darebin Creek at Dundas Street and Wood Street and the Kendall/Harding suspension bridge over the Merri Creek. Design and renewal costs for these bridges would be shared with our adjoining municipalities (Banyule and Moreland).

Recommendation

That Council:

- (1) Note the summary of Council's road assets included in the Road Asset Management Plan attached as **Appendix A** to this report.
- (2) Endorse the recommendations outlined in the Road Asset Management Plan Executive Summary (**Appendix C**) for the management and funding of road assets for the next 20 years.

Introduction

Council's current Road Asset Management Plan was produced in 2009. This Plan has been reviewed and updated and makes recommendations for the management and funding of road assets for the next 20 years.

Issues and Discussion

Strategic Context

The Road Asset Management Plan is one of a series of documents that relate to the management of Council assets, as shown in the Asset Management Framework below:



Figure 1 – Asset Management Framework

Contents of the Road Asset Management Plan

The Road Asset Management Plan contains the following information:

- A list of assets covered by the plan
- The levels of service to be provided to the community in managing these assets
- Factors affecting the future maintenance and delivery of road assets
- Details of the makeup, value and condition of each category of road asset
- Details of how each category of road asset will be managed to meet future challenges and meet level of service obligations
- Funding requirements for the future maintenance and renewal of road assets
- An improvement plan

Assets Covered by the Plan

A summary of Council's road assets included in the Road Asset Management Plan is included at **Appendix A**.

Changes in Quantity of Assets since 2009

As the Darebin City Council is a fully built up area, the quantum of road assets maintained by Council has not changed significantly since the 2009 Road Asset Management Plan. The changes over the past seven years have been:

- A 10km increase in the length of constructed shared paths

- 240 new traffic control devices installed by Council.
- A small (2km) increase in the length of roads following the construction of the Polaris subdivision in Bundoora
- The inclusion in the RAMP of retaining walls over 600mm in height
- A 19km decrease in the reported length of rights-of-way. The previous Road Asset Management Plan included both made and unmade trafficable laneways. As Council does not maintain unmade trafficable laneways, this Plan only includes made laneways that are listed in the Register of Public Roads.

Levels of Service

A key improvement in this Plan has been to expand and better define the levels of service Council will provide to road users. Customer service values have been derived from Council's quarterly Community Satisfaction Surveys and target levels of service have been set based on responses to the Surveys and the KPI's set in the Road Management Plan.

Levels of service for each road asset have been set in this Plan for the following customer values:

- Quality – All roads are in the best condition possible for the benefit of users.
- Safety – potential hazards are well managed and accidents resulting in injury are rare.
- Function – road network is functionally fit for purpose.
- Accessibility – road network fully accessible for people of all abilities.
- Aesthetics – visually pleasing streetscape.
- Responsiveness – Council responds to customers promptly in a friendly and respectful way and issues are addressed promptly.
- Cost Efficiency – services are delivered at the lowest practical cost for present and future users.

It is proposed that performance against the levels of service will be reported to Council annually.

Factors Affecting the Future Maintenance and Delivery of Road Assets

Factors discussed in the document include:

- An aging road network – as the network ages the amount of maintenance required increases.
- New residential Development and growth areas – growth corridors have been identified for high density residential Development. As these are developed there will be increased pressure on the road network.
- Population growth – Darebin's population is expected to increase by 20,000 by 2033 increasing pressure on the road network.
- Use of public transport – increased use will reduce vehicles on the road but an increase in buses could have detrimental impact on roads that were not built to carry the increased load.
- Use of private motor vehicles – the use of private motor vehicles is likely to remain high for some time.
- Volume and gross mass of freight vehicles - freight traffic is expected to double over the next 20 years. Trucks are the biggest factor in damage to road pavements.

- Peak Oil and Climate Change – the impact of peak oil on vehicle numbers is difficult to quantify particularly as electric vehicles become more mainstream. However, bitumen is petroleum product which will increase in cost, increasing the cost of road maintenance.
- Changes in climate including higher temperatures and changes in rainfall patterns will have an adverse impact of road pavements, particularly in the reactive soil areas in the north of the municipality.

Future Management of Road Assets

Each asset sub-class (listed in **Appendix A**) has been analysed based on its past performance, current condition, and how future performance will be managed to meet the levels of service set in the Plan.

The following section summaries the future management of Council's Roads, Footpaths and Bridges, which are the major road assets:

Roads

The condition of the road network is measured in terms of a Pavement Conditional Index (PCI) based on its construction and physical characteristics (refer to Table 1, below).

Pavement Condition Description	PCI
Excellent	> 8.5
Very Good	7.0-8.5
Good	5.5-7.0
Fair	4.0-5.5
Poor	2.5-4.0
Very Poor	0-2.5
Unacceptable	< 0

Table 1 – Pavement Condition Index Descriptions

In 2009, the average network PCI was calculated by Council's Pavement Management System (PMS) at 7.54, equating to 'very good' condition. The 2009 Road Asset management Plan proposed to maintain a network PCI of 7.54 for the next 20 years and used the predictive deterioration modelling in the PMS to calculate the expenditure required to achieve this. The 2015 road condition survey found that the average network PCI was 7.57, achieving the aim of the 2009 RAMP to maintain council's road network in 'very good' condition.

Comparison of the "Predicted" verses "Actual" expenditure over the period 2010/2011 to 2014/2015 showed that this result was achieved while spending a total of \$5.9M (CPI adjusted in 2015 dollars) less than the 2009 predicted cost of resurfacing and rehabilitation works. The probable reasons for this result are:

- Since 2012/2013 priority has been given to resurfacing works over rehabilitation works to make the best use of available funds. Resurfacing costs approximately \$15-\$25/m² compared with approximately \$135/m² for rehabilitation works. Rehabilitation works are still being undertaken but at a lesser rate than pre-2009.

- The PMS uses algorithms to predict the rate of road deterioration between visual condition surveys. The true rate of deterioration appears to be less than the predicted rate and these algorithms have been adjusted to better model what is actually happening on Darebin's roads.

These results have been taken into account in the preparation of the future road funding requirements in the new Road Asset Management Plan.

Up until the early 2000's, Council made extensive use of spray seals and slurry seals to extend pavement lifecycles. The use of these treatments was terminated due to widespread unpopularity with road users and replaced by the exclusive use of dense graded asphalt (generally 40mm in thickness) which provided for a smoother surface and no loose and/or sticky stones. Following extensive research, the use of stone mastic asphalt (SMA) was trialled in the 2015/2016 resurfacing program. This asphalt has different characteristics to dense graded asphalt making it is more resistant to cracking, quieter under traffic and it can be laid in thinner layers than dense grade asphalt, whilst achieving the same level of pavement protection. As a result the cost of resurfacing works has been reduced from approximately \$22/m² for dense graded asphalt to \$15/m² for SMA.

Deterioration modelling of the road network using the PMS has demonstrated that using SMA an annual Capital Budget allocation of \$3.3M, comprising \$2.3M for resurfacing and \$1.0M for rehabilitation, will result in a minor reduction in network condition to PCI 7.4 in 2020 before gradually improving to PCI 8 in 2027. Once the average network condition reaches PCI 8 it is recommended that the level funding be reviewed so Council is not over-servicing roads.

Footpaths

The 2012 visual condition survey of footpaths adopted a risk management approach to determining the condition of the asset i.e. the only defects recorded were those outside the limits set in the "Defect and Safety Inspection Manual" adopted by Council in 2013. Since 2011 Council has been only undertaking maintenance on individual footpath slabs whereas in the past whole blocks would have been replaced. This approach has both increased the average condition of the footpath network while maximising the use of available funds.

A detailed survey of the footpath network determined that to meet the level of service obligations in the Road Management Plan, footpath maintenance funding should be set at \$950,000 per annum over the next 7 years to remove the backlog of hazard reduction works and \$400,000 per annum in the following 10 years. Although an expenditure of \$950,000 per annum is substantial, it represents the replacement of 1% of the value of Council's footpath network annually.

Bridges

The plan identifies a number of existing bridges that will have to be replaced over the next 8 years, as listed below:

- Darebin Road – Laminated timber arch footbridge in 'very poor' condition, estimated replacement cost of \$500,000 to be shared with Banyule. Works proposed for 2017/2018.
- Wood Street – Laminated timber arch bridge in 'very poor' condition, estimated replacement cost of \$500,000 to be shared with Banyule. Works proposed for 2018/2019.

- Kendall/Harding – Suspension bridge with timber deck which is in ‘fair’ condition but does not meet user requirements regarding width and cannot be upgraded to be made wider. Estimated replacement cost of \$1M to be shared with Moreland. Works proposed for 2023/2024.

Improvement Plans

The Road Asset Management Plan lists a number of improvement actions which are contained within **Appendix B**.

Options for Consideration

Nil

Financial and Resource Implications

The Plan sets out realistic future funding and resource requirements based on asset needs over the coming two decades. These funding requirements are considered to be sustainable and affordable under current economic conditions.

The largest capital expenditure requirements for the next 10 years are:

- Road re-sheeting and reconstructions - \$3.3M per annum
- Footpaths - \$950,000 per annum
- Bridges – \$1M for 3 bridge replacement projects over three years (Dundas, Wood & Kendall/Harding)

It is worth noting that these items are spread over two program areas in the annual Capital Works Program (Roads & Footpaths) and that these two program areas also include other works, such as kerb & channel works, pit alterations, ROW repairs, major patching & repairs, road design, walking initiatives disability access improvements and streetscape master plan footpath upgrades.

Risk Management

The recommended future expenditure on road assets is based on current asset condition, predictive modelling and professional judgement.

The Plan will be reviewed annually to ensure that recommended levels of expenditure for the various road assets are sufficient to meet the levels of service. Any variations will be reported to Council.

Policy Implications

Economic Development

The maintenance of Council’s road network in good condition is critical to the ongoing economic Development of the City.

Environmental Sustainability

The introduction of Stone Mastic Asphalt for resurfacing works has reduced the amount of product used on Council's roads by 50% with a consequent reduction in total production costs and delivery costs.

Human Rights, Equity and Inclusion

The Plan sets levels of service to manage the Council road network to the benefit of all road users.

Other

There are no other impacts related to this report.

Future Actions

- Annual report to Council on performance of the plan against levels of service
- Manage the road network assets in accordance with this Road Management Plan
- Undertake the improvement actions listed in the Plan

Consultation and Advocacy

- Moreland City Council – Use of Stone Mastic Asphalt and replacement of Kendall/Harding Bridge
- Banyule City Council – Dundas and Wood Street bridge replacements

Related Documents

- Road Asset Management Plan 2009
- Darebin Road Management Plan 2013
- Darebin Defect and Safety Inspection Manual 2013
- Asset Management Strategy 2015-2019
- Asset Management Policy 2013
- Council Plan 2013-2017
- Summary of Council's road assets included in the Road Asset Management Plan (**Appendix A**)
- Road Asset Management Plan Improvement Actions (**Appendix B**)
- Road Asset Management Plan Executive Summary (**Appendix C**)

Disclosure of Interest

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

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

Appendix A

Summary of Road Asset Information

Asset Subclass	Quantity	2015 Replacement cost	Expected life	Comments
Roads - base	509 km	\$149,005,078	120 years	Roads in south are in very good condition as result of past expenditure Roads in north in fair to good condition.
Roads – wearing course	509 km	\$63,599,149	30 years	
Kerb and Channel	1034 km	\$43,693,905	60 years	In fair to good condition
Footpaths	1033 km	\$95,662,293	30 -50 years	In fair to good condition
Rights of Way	72 km (Made and in Road Register)	\$20,688,898 (made)	100 years	Made - In fair to good condition
	19km Trafficable but unmade	\$0	0 years	Unmade – generally poor condition
Off - Road Shared Paths	26.8km	\$5,657,822	50 years	Reasonably new asset in good condition
Public Carparks	25 No	\$3,120,802	120 years Base Wearing Surface 30 years	In fair condition
Bridges and Culverts	64 No.	\$7,781,823	50-100 years	In good condition
Medians	2,020m ²	\$117,859	60 Years	In good Condition
Traffic Management Devices	1694 No.	\$4,796,045	50 years	In fair condition
Street Signs	7,202 No	N/A		No up –to-date information available on numbers and condition
Street Furniture	N/A	N/A	N/A	No information available
Line marking	N/A	N/A	2 years	No information available on condition
Retaining Walls	27 No	\$2,545,000		In fair to good condition
Traffic Signals	26 No.	\$2,931,500	20 years	No information available on condition
Public lighting owned by Council	12,305 full cost 2,156 40% cost	\$785,313	4 years	In fair condition
Total		\$400,385,487		

Appendix B

Summary of Improvement Plan

Issue No.	Description	Timeline
1	Review the RAMP when the new " <i>Code of Practice for Operational Responsibility for Public Roads</i> " is released by VicRoads to see if any changes need to be made to align the documents	Next 12 months
2	Finalise and sign Rail Safety Interface Agreement	December 2016
3	Council Boundary Agreements to be kept up-to-date	Ongoing
4	Conduct regular classified traffic counts on known heavy vehicle routes to ensure traffic information is kept up-to-date	Ongoing
5	Climate Change and Peak Oil will have a significant effect on Council's road assets. In conjunction with the Adaptation Strategy being developed, investigate changes that can be made to the way Council maintains and manages its road assets to cope with the environmental issues that are being projected.	Over the next 3 years
6	Utilise the Asset Management System (Infor) and annual customer satisfaction surveys to provide improved data collection and enable a measure of maintenance effectiveness	Over the next 2 years
7	Review the adopted useful life of concrete footpaths	15/16 valuation
8	Develop a priority program and budgets for renewal of made laneways in "poor" condition	Over next 12 months
9	Review the adopted useful life of concrete shared paths	15/16 Valuation
10	<ol style="list-style-type: none"> 1. Undertake an audit of the number of car parking assets within the City of Darebin 2. Undertake a review of pavement construction details for parking lanes and car parks 3. Include all car parks in the next condition audit for road assets 4. Manage all off-road car parks in accordance with the principals and timeframes set out in the RMP 	<p>Over next 12 months</p> <p>Over next 12 months</p> <p>Ongoing</p> <p>Immediate</p>
11	Review condition of existing Traffic Management Devices and formulate a new maintenance program when the LATM study is completed	Over next 2 years
12	Undertake a drainage study to determine the adequacy of culverts in Davidson St, Reservoir	2017/18 Budget
13	Collect information on the type, location and condition of street furniture	Over the next 2-3 years
14	Conduct annual condition monitoring of all Council retaining walls	Annually



Executive Summary

Road Asset Management Plan

April 2016

Date	Revision	Signed
21/12/2007	Draft Asset Management Plan - Discussion	
3/3/2009	Revised Draft Circulated	
May 09	Amended Draft Circulated	
June 09	Finalised Asset Management Plan	
11 August 2009	Adopted by Council	

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KEY FINDINGS

In order to rate and compare the condition of our roads Council operates computerised Pavement Management System (PMS) which calculates a pavement condition index (PCI) for each road based on the pavement construction, pavement and surface age, surface condition and traffic loading. The calculation produces a rating from 1 - "very poor" - to 10 - "excellent" (where the calculated index is less than 0 the road has failed)

The previous Road Asset Management Plan (RAMP), adopted by Council in 2009, set a budget to achieve a target average network Pavement Condition Index (PCI) of 7.54 - "very good" condition.

Over the past 15 years Council has made significant progress in addressing the backlog of road rehabilitation works that had built up in the south of the City and has undertaken extensive resurfacing works. Consequently, the 2015 road condition survey found that the network currently has an average PCI of 7.6 - marginally above the target PCI of 7.54.

In order to continue to provide a high level of service in 2015/16 Council adopted the use of stone mastic asphalt for its reseal program rather than conventional asphalt. Stone mastic asphalt is more expensive than conventional asphalt but can be laid in thinner layer saving up to 30% in cost. It is also more resistant to reflective cracking.

Deterioration modelling of the road network using the PMS has demonstrated that an annual budget of \$3.3m - approximately split between \$2.3m for resurfacing and \$1m for rehabilitation - will continue to keep the road network in "very good" condition.

1 Executive Summary

1.1 Introduction and Purpose

The purpose of the Road Asset Management Plan (RAMP) is to ensure that Council's Road Assets fulfil their intended purpose and life expectancy at the most economic cost to the community. The RAMP balances engineering, technical practices, financial and community expectations to achieve this purpose.

1.1.1 Background and Drivers

Over the last ten years there have been changes in the sector that have driven a need to improve asset management practices across Local Government. These changes include;

- Rulings on asset management by the High Court,
- Introduction of the STEP program by the MAV,
- Introduction of the Road Management Act,
- Improved understanding of the infrastructure funding gap.

Darebin City Council has also expressed a commitment in the 2013-17 Council Plan to *“review and continue to manage the existing asset base, ensuring that the city’s public spaces, drains, roads, footpaths, facilities street trees, parks and other infrastructure are maintained to the highest standards”*

The purpose of this RAMP is to address gaps and identify improvements to Council's road asset management practices. While considerable information on road assets is available, gaps in the available data have been identified. Future versions of the RAMP will progressively improve the extent and quality of this information. The improvement actions in Section 1.8 outline the areas where more information or actions are required. These items will be fed into future versions of the RAMP.

1.1.2 Context

The RAMP is one of a suite of documents relating to Asset Management Policy and Strategy within the City of Darebin. The diagram below (Figure 1.2) illustrates where the RAMP fits in the Asset Management framework.

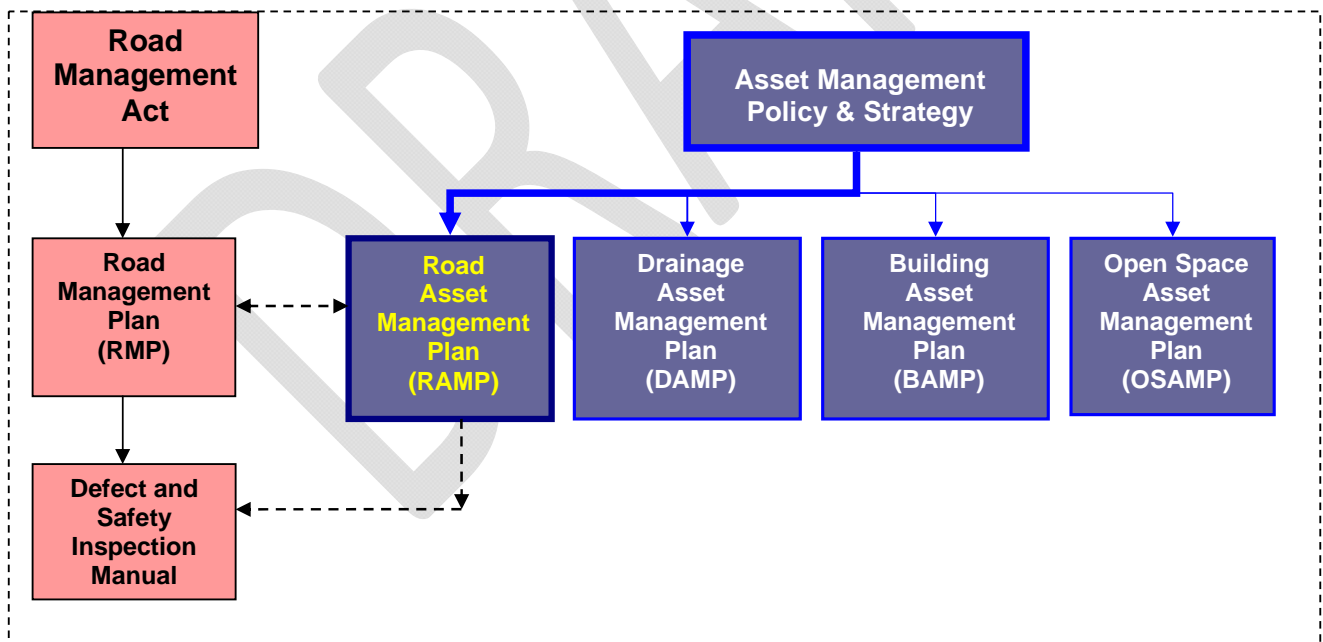


Figure 1.2 - Asset Management Policy Framework

The RAMP also interconnects with Council's Road Management Plan (RMP), established under the requirements of the Road Management Act 2004, and sets out the long term infrastructure framework for roads to meet Council's Asset Management objectives.

1.2 Asset Description and Profile

The Roads asset class categories those assets related to the provision of transport services for –

- Pedestrians
- Bicycles
- Private vehicles
- Commercial vehicles and (road- based public transport)

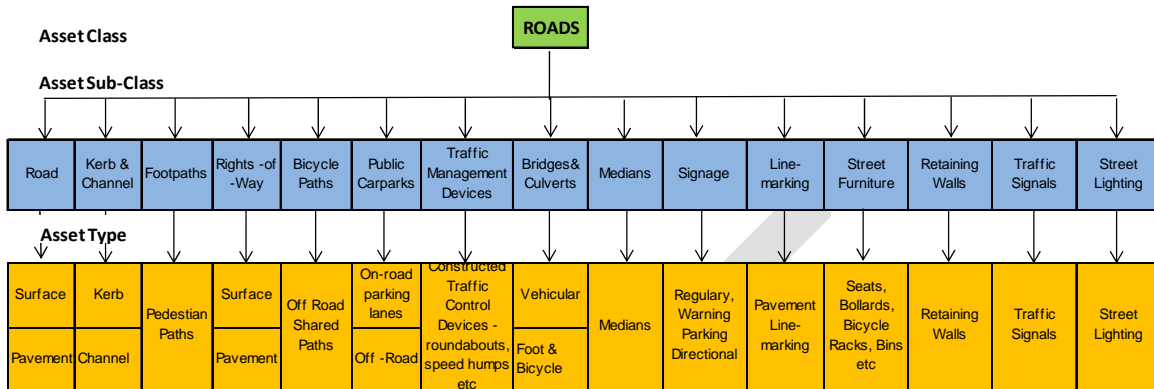


Fig 1.3 Asset Class

As of 30 June 2015 (date of the last valuation) Council's road assets consist of:

Asset Sub- class	Quantity	Replacement cost	Expected life	Comments
Roads - base	509 km	\$149,005,078	120 years	Average network condition – very good
Roads – wearing course	509 km	\$63,599,149	30 years	
Kerb and channel	1034 km	\$43,693,905	60 years	In Fair condition
Footpaths	1033 km	\$95,662,293	30 -50 years	In Fair to Good condition
Rights of Way	72 km (made) 19km (trafficable unmade)	\$20,688,088 \$0	100 years	In Fair condition In poor condition
Off road shared paths	26.8km	\$5,657,822	50 years	Reasonably new asset in good condition
Public Carparks	25No	\$3,120,802	120 years Base Wearing Surface 30 years	In Fair Condition
Bridges and Culverts	64 No.	\$7,781,823	50-100 years	In Good condition
Medians	2,020m ²	\$117,859	60 Years	In Good Condition
Traffic Management Devices	1694 No.	\$4,796,045	50 years	In Fair condition
Street signs	7,202	N/A		No up –to-date information available on numbers and condition
Line marking	N/A	N/A	2 years	No information available on condition
Street Furniture	N/A	N/A	N/A	No information available
Retaining Walls	27 No	\$2545,000		In Fair to Good condition
Traffic signals	26 No.	\$2,931,500	20 years	No information available on condition
Public lighting owned by Council	12,305 full cost 2,156 40% cost	\$785,313	4 years	In fair condition

Fig 1.4 -Asset Sub - classes

1.3 Level of Service

Levels of service for roads and ancillary assets are divided into Customer and Technical levels of service. Customer levels of service have been set based on the results of annual Community Satisfaction Surveys and on the types and numbers of complaints received in the Customer Asset Management System (CAMS). Technical Levels of Service measure how the asset meets the required design standards and the performance of Council's maintenance operations against the requirements set in the Road Management Plan (RMP).

The level of service criteria for road assets which best describe customer expectations can be categorised by:

- **Quality (Asset Integrity)** - All roads and ancillary assets are in the best condition possible for the benefit of users.
- **Safety** - Potential hazards are well managed and accidents resulting in serious injury are rare.
- **Functionality** - Road assets are functionally fit for purpose.
- **Accessibility** - Road and footpath network is fully accessible.
- **Aesthetics** - Visually pleasing streetscape.
- **Responsiveness** - Council responds to customer requests promptly in respectful and friendly way
- **Cost Efficiency** - Deliver services at the lowest cost for the benefit of current and future users.

Performance measures have been set against each of these criteria for each asset class.

Asset	Roads and Ancillary Assets
Accountable Manager	Manager Assets and Properties
Department	Assets and Business Services
Levels of Service – Roads	

What Services are provided?

- Road surface
- Kerbs
- Footpaths
- Shared paths
- Linemarking
- Traffic signs
- Traffic signals
- Bridges

Why do we provide these services?

- Facilitate the movement of people and goods by motorised transport within and through the Darebin Council area
- Facilitate the movement of pedestrians
- Promote the safety of vehicles and pedestrians
- Facilitate movement of non-motorised transport

Which group or section of the community will benefit from this activity?

- Residents of Darebin
- Business owners
- Industry
- Commuters
- Public Transport
- Freight Transport

Key Legislation and Strategies

Asset Management Improvement Plan and Policy, Darebin Asset Management Strategy, Local Government Act, Code of Practice-Operational Responsibility for Public Roads, Road Management Plan, Darebin Council Plan, Going Places-the Darebin Transport Strategy 2010 -2030, Safe Travel strategy 2010-2015, The Darebin Cycling Strategy 2013-2018, Darebin Register of Public Roads

1.3.1 Levels of Service – Roads and Ancillary Assets

Levels of Service for Roads and Ancillary Assets									
Council Plan	Customer Value	Customer Levels of Service in the Asset Management Plan			Performance Measure Procedure		Technical Levels of Service in Operational Plans, Contracts Service Level Agreements	Cost of Service	
		Levels of Service	Measure	Target LOS	Measure	Current LOS	Levels of Service		
Levels of Service									
Goal: Vibrant City and Innovative Economy – Promote an innovative, vibrant and thriving economy with physical infrastructure that is both well maintained and appropriately regulated	Quality (Asset Integrity): All roads are in the best condition possible for the benefit of users	Roads							
		<ul style="list-style-type: none"> Road surface provides a comfortable driving experience 	<ul style="list-style-type: none"> % of satisfied customers 	>6.5	<ul style="list-style-type: none"> 2014 Community Surveys 	6.93	<ul style="list-style-type: none"> Maintain roads at min average PCI >7.0 - "Good" condition. 		
		<ul style="list-style-type: none"> Road maintenance repairs undertaken in accordance with the Defect and Safety Inspection Manual 	<ul style="list-style-type: none"> Repairs undertaken within the timeframes set out in the Road Management Plan 	>85%	<ul style="list-style-type: none"> Local Gov performance ind. % of defects repaired within the timeframes set in the Road Management Plan 	0.34% 92.8	<ul style="list-style-type: none"> <3% of network below intervention level condition Repairs undertaken in accordance with the RMP & appropriate engineering standards 		
		Footpaths and Shared Paths							
		<ul style="list-style-type: none"> Provide an even all-weather surface 	<ul style="list-style-type: none"> % of satisfied customers 	>6.5	<ul style="list-style-type: none"> 2014 Community Surveys 	6.57	<ul style="list-style-type: none"> Repairs undertaken in accordance with appropriate engineering standards 		
		<ul style="list-style-type: none"> Footpath and shared path slab replacement program undertaken to preserve and improve current condition 	<ul style="list-style-type: none"> Repairs undertaken within the timeframes set in the Road Management Plan 	>85%	<ul style="list-style-type: none"> % of defects repaired within the timeframes set in the Road Management Plan 	92.8			
		Kerb and Channel							
		<ul style="list-style-type: none"> Kerb is in its designed horizontal and vertical alignment and does not hold water 	<ul style="list-style-type: none"> % of satisfied customers 	>6.5	<ul style="list-style-type: none"> 2014 Community Surveys 	6.93	<ul style="list-style-type: none"> Repairs undertaken in accordance with the RMP & appropriate engineering standards 		Part of Roads Expenditure
		Signs and Linemarking							
		<ul style="list-style-type: none"> Signs and Linemarking are legible and readily interpreted 	<ul style="list-style-type: none"> Number of Complaints 	<10	<ul style="list-style-type: none"> Customer complaints in CAMS 		<ul style="list-style-type: none"> Road signs and linemarking complies with AS 1742 		
Street Lighting									
<ul style="list-style-type: none"> Street lighting is fully operational 	<ul style="list-style-type: none"> Number of complaints 	<10	<ul style="list-style-type: none"> Customer complaints in CAMS 		<ul style="list-style-type: none"> Street lighting outage reported promptly to the appropriate provider 				
Bridges									
<ul style="list-style-type: none"> Bridges free of congestion Bridges suitable for efficient transport movement 	<ul style="list-style-type: none"> Number of Complaints 	<10	<ul style="list-style-type: none"> Customer complaints in CAMS 		<ul style="list-style-type: none"> Bridge deck and footpaths treated to the same technical LOS as roads 				

Levels of Service for Roads and Ancillary Assets								
Council Plan	Customer Value	Customer Levels of Service in the Asset Management Plan			Performance Measure Procedure		Technical Levels of Service in Operational Plans, Contracts Service Level Agreements	Cost of Service
		Levels of Service	Measure	Target	Measure	Current		
Levels of Service								
Goal: Vibrant City and Innovative Economy – Promote an innovative, vibrant and thriving economy with physical infrastructure that is both well maintained and appropriately regulated	Safety: Potential hazards are well managed and accidents resulting in injury are rare	Roads						
		▶ Darebin Council roads pavements are safe	▶ Number of claims made against Council for damage attributable to the condition of the road	<20	▶ Insurance claims report (2014/15)	11	▶ Road repairs undertaken in accordance with the RMP ▶ Traffic Management is in accordance with VicRoads Traffic Engineering Manual Vol 1- Traffic Management	
		▶ Roads crossings are safe for pedestrians	▶ % of satisfied customers	>6.5	▶ 2013 Community Surveys	6.7		
		▶ Traffic speeds are controlled	▶ % of satisfied customers	>6.5		5.39		
		Footpaths and Shared Paths						
		▶ Footpaths and shared paths are safe	▶ Number of accidents reported to Council	<10	▶ Insurance claims Report (2012/13)	33	▶ Trip hazards are repaired in accordance with the methods and timeframes set in the RMP	
			▶ % of satisfied customers	>6.5	▶ 2014 Community Surveys	6.57		
		Signs and Linemarking						
		▶ Signs and Linemarking are legible and readily interpreted	▶ Number of Complaints	<10	▶ Customer complaints in CAMS		▶ Signs and Linemarking comply with AS1742	
		Street Lighting						
▶ Level of Lighting is adequate to illuminate the road.	▶ Number of complaints	<10	▶ Customer complaints in CAMS		▶ Lighting coverage complies with AS1158			
	▶ % of satisfied customers	>6.5	▶ 2014 Community Surveys	6.54				
Bridges								
▶ Shared path bridges which are known to flood prone are sign posted with warning signs	▶ Number of affected bridges with warning signs	100%	▶ Visual inspection and risk assessment	Unknown	▶ VicRoads Cycle Note 21- Width of Off Road Shared Paths			
▶ Shared path bridges that do not meet current width standards are sign posted	▶ Number of affected bridges with cyclist dismount signs	100%	▶ Visual inspection and risk assessment	Unknown				

Levels of Service for Roads and Ancillary Assets									
Council Plan	Customer Value	Customer Levels of Service in the Asset Management Plan			Performance Measure Procedure		Technical Levels of Service in Operational Plans, Contracts Service Level Agreements	Cost of Service	
		Levels of Service	Measure	Target	Measure	Current			Levels of Service
Levels of Service									
Goal: Vibrant City and Innovative Economy – Promote an innovative, vibrant and thriving economy with physical infrastructure that is both well maintained and appropriately regulated	Function: Road network is functionally fit for purpose	Roads							Approx \$1.00M pa.
		<ul style="list-style-type: none"> Access to property meets customer requirements Road surfaces do not hold water 	<ul style="list-style-type: none"> Functional deficiencies such as high crowns are corrected when the pavement is due for resurfacing 	100%	Annual Works Program	100%	<ul style="list-style-type: none"> Road cross-section and long section comply with Darebin “Road Geometry and design Guidelines” 		
		Footpaths and Shared Paths							
		<ul style="list-style-type: none"> Footpaths are reconstructed as required when functionally deficient roads are reconstructed New and rehabilitated shared paths comply with the latest design standards 	<ul style="list-style-type: none"> If required footpath reconstruction included in annual works program Number of new and rehabilitated shared paths to complying with current standards 	100%	Annual Works Program	100%	<ul style="list-style-type: none"> Road cross-section and long section comply with Darebin “Road Geometry and design Guidelines” Shared path width to comply with VicRoads Cycle Note 21- Width of Off-Road Shared Paths 	Included in above figure	
		Kerb and Channel							
		<ul style="list-style-type: none"> Kerb is in good condition in its designed horizontal and vertical alignment and does not hold water 	<ul style="list-style-type: none"> Mis aligned kerb & channel or broken is reconstructed as required in conjunction with road resurfacing or rehabilitation 	100%	Annual Works Program	100%	<ul style="list-style-type: none"> Road cross-section and long section comply with Darebin “Road Geometry and Design Guidelines” 	Included in above figure	
		Signs and Linemarking							
		<ul style="list-style-type: none"> Correct Signs and Linemarking is in place 	<ul style="list-style-type: none"> Compliance with VicRoads design guidelines 	100%	Conduct audit	Unknown	<ul style="list-style-type: none"> VicRoads Traffic Engineering Manual-Vol2 Signs and Markings 		
		Street Lighting							
		<ul style="list-style-type: none"> Level of Lighting 	<ul style="list-style-type: none"> Compliance with Australian Standards 	100%	Conduct audit	Unknown	<ul style="list-style-type: none"> Lighting complies with AS1158 		
Bridges									
<ul style="list-style-type: none"> Bridges comply with the latest design standards 	<ul style="list-style-type: none"> Functional deficiencies in existing bridges are clearly signposted eg Cyclist Dismount New bridges comply with latest design standards 	100%	All functionally deficient bridges signposted	100%	<ul style="list-style-type: none"> New bridges on shared paths to comply with VicRoads Cycle Note 21- Width of Off-Road Shared Paths 				

Levels of Service for Roads and Ancillary Assets								
Council Plan	Customer Value	Customer Levels of Service in the Asset Management Plan			Performance Measure Procedure		Technical Levels of Service in Operational Plans, Contracts Service Level Agreements	Cost of Service
		Levels of Service	Measure	Target	Measure	Current		
Levels of Service								
Goal: Vibrant City and Innovative Economy – Promote an innovative, vibrant and thriving economy with physical infrastructure that is both well maintained and appropriately regulated	Accessibility Road network fully accessible	Road Pavement						
		▶ Road network is fully accessible	Number of customer complaints	<5	▶ Number of customer complaints		▶ In the instance where a road is closed for reasons such as maintenance, upgrading, renewal or a public event that appropriate notification is given to users. ▶ Detours around closures are adequately signposted.	
		Footpaths and Shared Paths						
		▶ The footpath and shared path network is fully accessible	Number of customer complaints	<5	▶ Number of customer complaints		▶ In the instance where a footpath or shared path is closed for reasons such as maintenance, upgrading, renewal or a public event that appropriate notification is given to users. ▶ New footpaths comply with Darebin road geometry and design Guidelines ▶ New shared paths comply with VicRoads Cycle Note No 21 – Width of Off-Road Shared Paths	
		Bridges						
		▶ Provide fully accessible bridges on the road and shared path network	▶ Number of bridges open	100%	▶ Number of bridges open	100%	▶ In the instance where a bridge is closed for reasons such as maintenance, upgrading, renewal or a public event that appropriate notification is given to users. ▶ Detours around closures are adequately signposted	

Levels of Service for Roads and Ancillary Assets								
Council Plan	Customer Value	Customer Levels of Service in the Asset Management Plan			Performance Measure Procedure		Technical Levels of Service in Operational Plans, Contracts Service Level Agreements	Cost of Service
		Levels of Service	Measure	Target	Measure	Current		
Levels of Service								
Goal: Vibrant City and Innovative Economy – Promote an innovative, vibrant and thriving economy with physical infrastructure that is both well maintained and appropriately regulated	Aesthetics: Visually pleasing streetscape	Roads						
		<ul style="list-style-type: none"> Road surface has a uniform surface finish free of patches or different types/ages of surfacing materials New road surfaces are not disturbed by known and planned service authority works Road surface does not hold water 	<ul style="list-style-type: none"> Number customer complaints 	<10	<ul style="list-style-type: none"> Number of Customer Complaints 	Unknown		
		Footpaths and Shared Paths						
		<ul style="list-style-type: none"> Footpaths in shopping precincts have a uniform surface finish free of patches or different types/ages of surfacing materials 	<ul style="list-style-type: none"> Number of Customer complaints 	<10	<ul style="list-style-type: none"> Number of Customer Complaints 	Unknown		

Levels of Service for Roads and Ancillary Assets								
Council Plan	Customer Value	Customer Levels of Service in the Asset Management Plan			Performance Measure Procedure		Technical Levels of Service in Operational Plans, Contracts Service Level Agreements	Cost of Service
		Levels of Service	Measure	Target	Measure	Current		
Levels of Service								
Goal: Vibrant City and Innovative Economy – Promote an innovative, vibrant and thriving economy with physical infrastructure that is both well maintained and appropriately regulated	Responsiveness: Council responds to customers promptly in a friendly and respectful way and issues are addressed promptly	All Road Assets						
		<ul style="list-style-type: none"> Timely response to both urgent and non-urgent maintenance requests and repairs. 	<ul style="list-style-type: none"> Response times in accordance with the RMP 	>85%	<ul style="list-style-type: none"> CAMS records 	92.8%		

Levels of Service for Roads and Ancillary Assets								
Council Plan	Customer Value	Customer Levels of Service in the Asset Management Plan			Performance Measure Procedure		Technical Levels of Service in Operational Plans, Contracts Service Level Agreements	Cost of Service
		Levels of Service	Measure	Target	Measure	Current		
Levels of Service								
Goal: Vibrant City and Innovative Economy – Promote an innovative, vibrant and thriving economy with physical infrastructure that is both well maintained and appropriately regulated	Cost Efficiency: Delivery of services at the lowest practical cost for present and future users	All Road Assets						
		<ul style="list-style-type: none"> Renewal works undertaken at the optimum time as determined by the PMS 	<ul style="list-style-type: none"> Annual budget for roads meets the amounts required to meet the defined LOS 		<ul style="list-style-type: none"> Budget shortfall or excess 			

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1.4 Future Demand

The trends that are expected to affect Darebin and impact on the condition of the road network are:

1.4.1 An Aging Road Network

Roads in Darebin range in age from early last century for roads in Northcote to very recent for roads in the Polaris subdivision in Bundoora. The last boom in construction in Darebin was in the 1960s. Most of these roads are now due for their second or third reseal and are showing signs of aging. The average surface age is 19 years with 78km being 30 years and older.

1.4.2 New Residential Development and Growth Areas

There are minimal opportunities for further subdivision development within the City however growth corridors have been identified along High St and Plenty Road for multi-unit and medium density development and the Northland Principal Activities Area is being planned as a major growth area of residential development and employment. This will increase the volume of traffic in these areas.

1.4.3 Population Growth

In 2007, the total population of the City was estimated at 128,000 and was predicted to increase to 136,000 by 2031. However, with a population count of 136,474 in the 2011 census this growth forecast has already been exceeded and is currently 143,075. If this rate of population increase is sustained then by 2033 the population will be in the order of 164,800.

1.4.4 Use of Public Transport

Significant improvement to Public Transport is necessary to reduce reliance on private motor vehicles. The provision of public transport is the responsibility of the State Government, however, Council has a role to play in influencing government.

Council's Transport Strategy comprehensively outlines Council's approach to this area, and the actions outlined in this RAMP support Council's other transport initiatives.

However, any increase in the frequency or distribution of public transport is likely to have an impact on road condition as many of the current (and possible future) bus routes are located on local residential streets which have not been designed for the increase in heavy vehicle loading imposed by regular bus traffic. A fully loaded bus does the same damage to the road pavement as more than 11,000 cars.

1.4.5 Use of Private Motor Vehicles

The 2011 census found that private motor vehicles are the dominant mode of transport for residents in Darebin travelling to work, with 75% of all journeys to work involving a car for all or part of the journey. The proportion was higher than the Melbourne average of 69%. The use of private motor vehicles is likely to remain high for some time.

1.4.6 Volume and Gross Vehicle Mass of Freight Traffic

Freight traffic is expected to double in the next twenty years. Trucks have a significant impact on the deterioration of the road network. The largest truck that can be driven legally on Council's road without restriction is 19m long with a gross vehicle mass of 42.5 tonnes. One of these trucks does the same damage to the road pavement as more than 17,000 cars.

1.4.7 The Effects of Peak Oil and Climate Change

Peak Oil is expected to reduce the size of private motor vehicles and introduce changes to the propulsion system, e.g. electric or hybrid cars and may influence the number of cars using the road for some period of time. It will also increase the cost of petroleum based road making material. This will increase our costs, affecting our financial projections unless affordable alternatives are found.

Changing rainfall patterns and decreasing rainfall is anticipated to lead to more extreme changes in the moisture content of subgrades leading to increased cracking of roads on reactive soils. This may result in a shorter life for these pavements. Higher summer day temperatures will affect bituminous wearing courses. Anticipated higher rainfall intensity may require the use of roads to catch or hold water.

1.5 Lifecycle Management Plan

Separate Life Cycle Management Plans have been prepared for each asset sub-component as listed in Fig 1.4 above.

1.5.1 Roads Pavements

1.5.1.1 Physical Parameters

- 72% of municipal roads are access roads
- 76% of roads are surfaced with asphalt.
- 63% of the pavement within the network is more than 40 years old
- The majority of road surfaces are less than 30 years old. The predominant road width is between 6m and 7.5m.

1.5.1.2 Road Condition

(I) Network Pavement Condition

- Roughness 110 IRI
- Cracking 4%
- The average network PCI in 2015 was 7.6 – “Very Good” condition

(II) Network Functional Condition

Council has a number of roads, particularly in Rucker Ward, that are functionally deficient due to:

- High crossfall
- Low kerbs
- Poor pavement shape
- Kerbs and pavements damaged by tree roots

1.5.1.3 Road Valuation (2015)

- Replacement Cost - \$387,751,164
- Written down value - \$234,586,907
- Annual Depreciation, \$6,599,498

1.5.1.4 Historical Data

- Average length of pavement resealed in the period 2003 to 2015 – 12.1km pa.
- Average expenditure 2002/03 to 2014/15 (in \$2014):
 - Capital Expenditure – \$4.10m pa.
 - Operations and Maintenance Expenditure - \$698,000 pa.

1.5.1.5 Routine Maintenance Plan

(I) Maintenance Plan

Routine maintenance is the regular ongoing day – to – day work that is necessary to keep the road assets operating. The City of Darebin recognises three (3) distinct maintenance strategies which form the basis of the management of the road assets; these are:

- Preventative – Proactive Routine maintenance
- Reactive – Un-programmed maintenance, responding to reports of poor performance
- Periodic-Proactive Programmed Maintenance – this is treated as a Capital Works item

The **Preventative component** involves the requirement to carry out safety inspections and to prepare programmes using a risk assessment to complete the work identified in those inspections and complies with Council's Road Management Plan. Confirm through an auditing process that the contract works are being undertaken within the standards and to the requirements set out in legislation and this AMP.

The **Reactive component** involves the logging of requests for service from road users on CAMS, Council's Service Request Management system. These requests for service are forwarded to the responsible department for prompt assessment and prioritisation.

The **Periodic component** is based on a structural inspection undertaken of the entire road pavement and inventory network once every 4 years. This information is contained in a computerised PMS and is used to develop a long term periodic maintenance program. This may involve the renewal, replacement or reconstruction of the asset or resurfacing the road to maintain quality and extend the serviceable life of the asset.

(II) Current Levels of Service for Routine Maintenance

The current level of service is based around the requirements of the Road Management Act. The detail of the LOS is stated in Council's Road Management Plan, the latest version of which was adopted by Council 1/07/2013.

(III) Routine Maintenance Standards

To ensure a consistent approach to assessing and repairing defects for on the road network, Council has produced a "Defects and Safety Inspection Manual". The latest version was adopted by Council 1/07/2013.

(IV) Forecast Routine Maintenance Costs

Routine Maintenance costs are estimated at \$600,000pa.

1.5.1.6 Roads Renewal Plan

(I) Renewal Plan

Renewal expenditure is major work which does not increase the asset's design capacity but restores, rehabilitates, replaces or renews an existing asset to its original capacity. Work over and above restoring an asset to original capacity is new works expenditure.

Darebin Council uses the SMEC Pavement Management System (PMS) to generate predictions on the future state of the road network

In developing a forward Capital Works Program Council has adopted a prediction period of 20 years.

Council's PMS provides the following decision making tools:-

- A clear picture of the level of funding that Council must allocate towards sealed roads for the next 5, 10 or 20 years.
- A clear picture of the condition profile of the road network if the funding levels were altered and any risk analysis associated with any deteriorating condition.
- A funding allocation strategy by network or hierarchy, that is, optimal distribution of funding
- Maintenance including the level of minimum maintenance funding, optimal maintenance funding and the impacts of reduced maintenance funding.
- Renewal profiles and future gaps

(II) Renewal Standards

"Road Geometry and Drainage Design Guidelines" setting out Council's standards for the construction of guidelines are used for setting the standard of road geometry to be used on new developments. It details the standard of such things as, road reserve widths, pavement widths, provision for footpaths and bike paths etc. Road construction is usually carried out to the VicRoads standards, that is, VicRoads road construction new roads and reconstruction of existing roads have been developed and approved by Council. These specifications are used for tendering purposes.

Generally the standards for construction, renewal and refurbishment are based on modern construction standards taking into account the environmental sensitivities of matters such as established trees, historical features (urban character), road safety and traffic management requirements.

Increasing objections to the use of Spray seals for resurfacing of roads has lead Council to use asphalt as the resurfacing material.

(III) Future Renewal Costs

The LOS adopted for the road network is to maintain a minimum expenditure of \$3.3million pa (in \$2015), including \$2.3m pa of resurfacing and \$1.0m pa. of rehabilitation works on functionally deficient roads and failed road pavements p.a. Modelling through the PMS demonstrates that this level of funding will initially result in a small reduction in the network PCI from the current level of 7.6 to 7.4 before it gradually rises again to a level of PCI 8 in 2027.

(IV) Creation/Acquisition/Augmentation Plan

New road assets are usually created as a result of sub-divisional development (Donated Assets) or Special Charge Schemes. With the completion of the Polaris subdivision in Bundoora in 2013 there is little opportunity within the municipality for further major road creation.

There are a number of unmade Access Roads within the Municipality which could be upgraded in the future by Special Charge Scheme. Council will only proceed in declaring a Special Charge Scheme after

majority support from abutting owners is canvassed and received. This is in compliance with the Act. There may be a requirement for Council to make a contribution usually up to 33% of the total cost.

(V) Disposal Plan

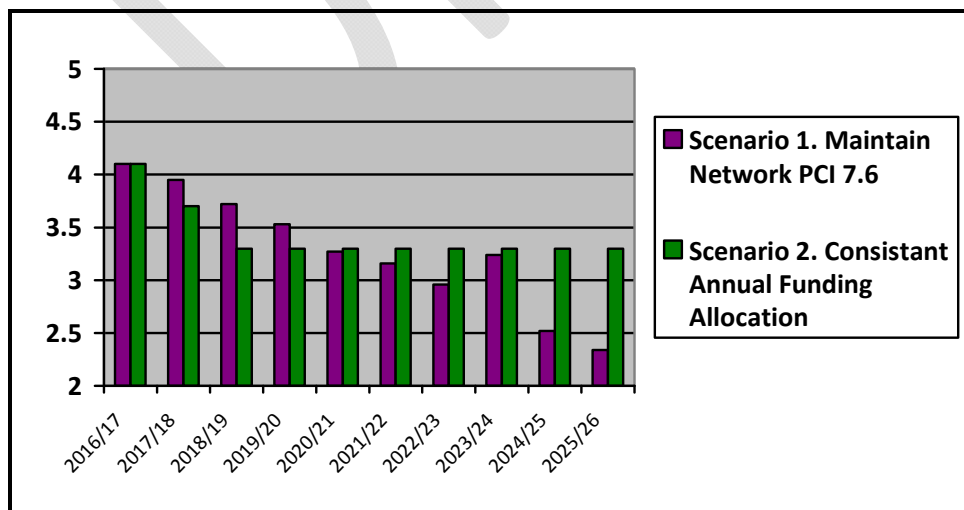
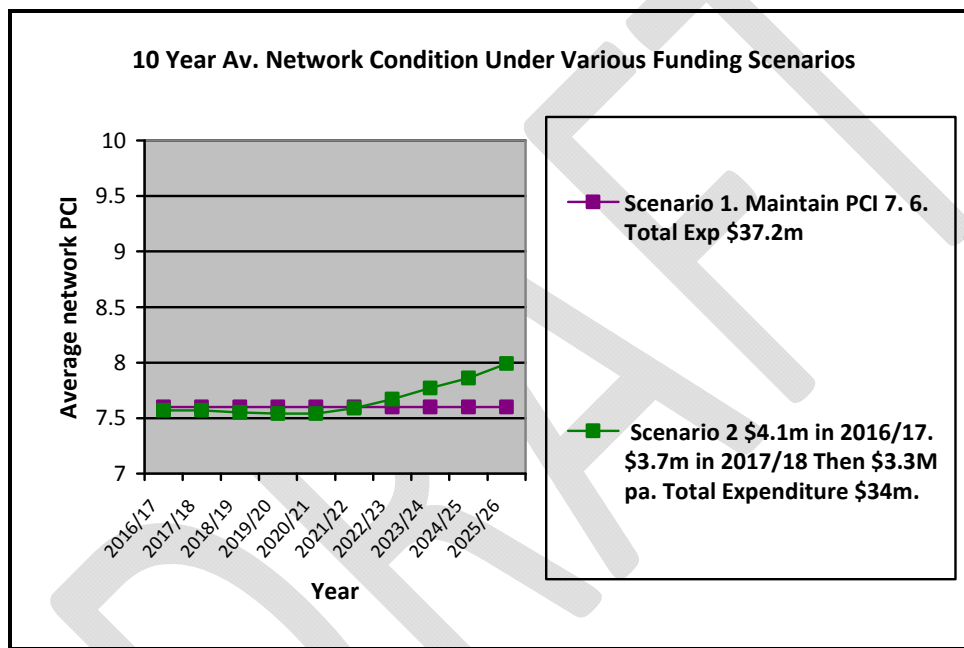
Disposal is any of the activities associated with disposal of a decommissioned asset, including sale, demolition or relocation. It is uncommon for the discontinuance of any roads forming a frontage to properties within Darebin

(VI) Funding For Roads to Meet the Level of Service

Council's pavement management system has the ability to predict the level of funding required to maintain the road network using two different scenarios:

- Scenario 1 – Determination of the level of funding required each year to maintain the roads at a predetermined condition level.
- Scenario 2 - Adopting a set budget and determining the condition that the roads will be in at that level of expenditure.

Both Scenarios were modelled over a 10 year period, to determine the total required expenditure.



NOTE::The higher levels of funding 2016/17 and 2017/18 are the result of increase in the Roads to Recovery funding in those years

For scenario 2 the network PCI falls from 7.6 to 7.54 in 2019/20 before rising again to 7.6 in 2020/22. This is only a minor reduction in network condition and still within the “very good” condition range.

Therefore, in this update of the Road Asset Management Plan the level of funding for roads was determined using scenario 2 as it was felt that this gave Council the best certainty for future budget planning, while also giving a lower level of total funding over the 10 year period than Scenario 1

In calculating the funding gap “Roads” includes road pavement and surfacing. The annual depreciation amount calculated for these assets in 2015 was \$3.36m p.a. The proposed 20 year funding for roads is shown below. Total funding for 10 years is \$34million and the projected 20 Year expenditure is \$67million.

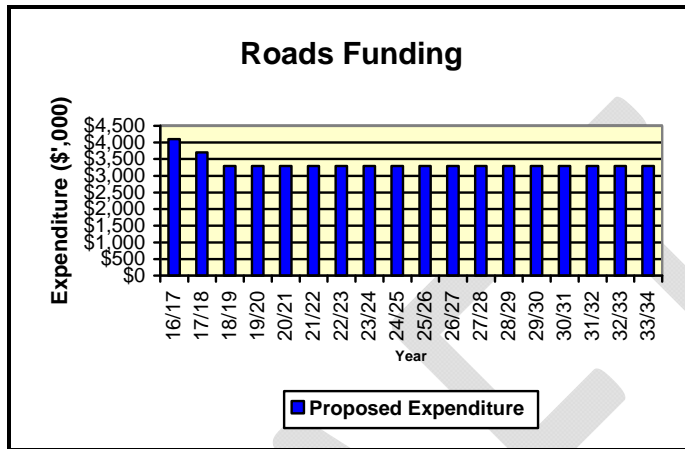


Fig 1.5 – Proposed Funding Level for Roads

The above profile demonstrates that with a set expenditure of \$3.3million pa (which is in line with recent budget allocation for roads), the current “very good” road condition can be maintained. It is recommended that once the network condition reaches PCI 8 in 2025/26 that the level funding be reviewed.

1.5.2 Kerb and Channel

1.5.2.1 Physical Parameters

- Length of Kerb and Channel (all types) – 1034km
- 929km (89.8 is concrete kerb and Channel)

1.5.2.2 Kerb and Channel Condition

- 99.8% of the kerb and channel length is in “fair” condition or better

1.5.2.3 Valuation

The kerb and channel valuation at 30/06/2015 had a total Replacement Value of \$43,693,905 and a Written Down Value (WDV) of \$24,215,231 with an Annual Depreciation of \$728,232 The annual depreciation was calculated based on condition.

1.5.2.4 Forecast Routine Maintenance and Renewal Expenditure

The forecast expenditure for kerb and channels is included as part of the road pavement analysis.

1.5.3 Footpaths

1.5.3.1 Physical Parameters

- Length of footpath – 1033km
- 96.7% concrete and 3% asphalt

1.5.3.2 Footpath Condition

- The majority of the footpath is in “good” or “fair” condition. There has been a significant improvement in footpath condition since the last RAMP in 2009.

1.5.3.3 Valuation

The footpath valuation at 30/06/2015 had a total Replacement Value of \$95,662,293 a Written Down Value (WDV) of \$48,481,479 with an Annual Depreciation of \$1,913,246. The annual depreciation was calculated based on condition.

1.5.3.4 Routine Maintenance Plan

Concrete footpaths are maintained by grinding of the joints to remove trip hazards or by replacement of the deformed or cracked footpath section. Bitumen wedges are used as a temporary measure to remove trip hazards prior to permanent repairs being undertaken.

1.5.3.5 Forecast Routine Maintenance Expenditure

Routine maintenance expenditure is estimated at \$400,000pa over the next 20 years

1.5.3.6 Renewal Plan

A detailed survey of Darebin’s footpaths in 2000 revealed that a footpath repair program was required. From 30/06/2009 to 30/06/2012 Council spent a total of \$4,317,182 on grinding and slab replacement programs to improve footpath condition in accordance with the requirements of council’s *“Defect and Safety Inspection Manual”*.

Footpath sections to be renewed are identified by visual inspection survey in accordance with Defect and Safety Inspection Manual component of the Road Management Plan. Failure modes include excessive displacement of the joints creating trip hazards or wide cracking.

Asphalt footpaths are generally installed in shopping precincts. Because these are areas of high use and frequent disturbance by utility authorities these footpaths are renewed on a regular basis for aesthetic reasons.

1.5.3.7 Forecast Renewal Expenditure

Renewal expenditure is estimated at an amount \$950,000pa over the next 8 years, falling to \$400,000 in the following 12 years. Full details of Council’s footpath renewal program are contained in Appendix 10.8. Total expenditure

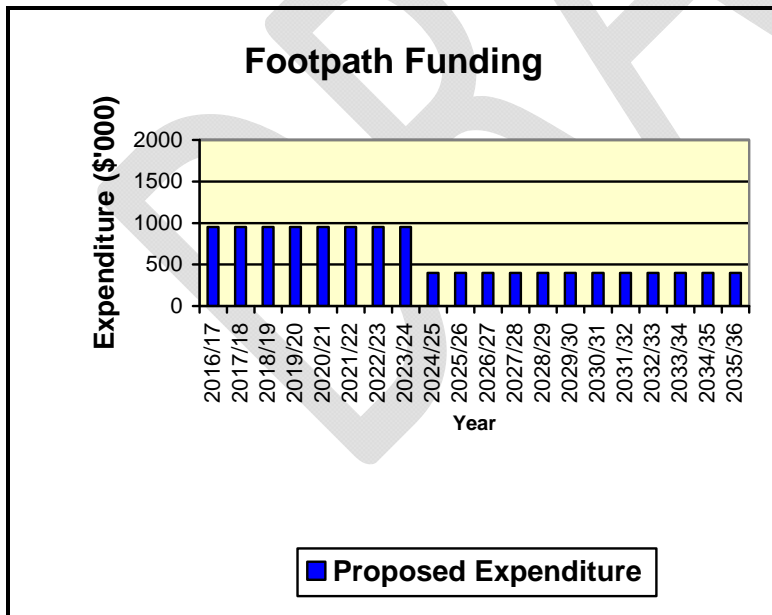


Fig 1.6 – Proposed Funding for Footpaths

1.5.3.8 Apparent Funding Gap - Proposed Renewal Expenditure vs Annual Depreciation

The proposed renewal expenditure of \$950,000 pa is well below the 2015 annual depreciation rate of \$1,913,246, suggesting a funding gap.

However, the calculated depreciation is based on an adopted useful life of concrete footpaths of 50 years. A review of the actual age of Darebin's concrete footpaths and their condition strongly indicates that the useful life of Darebin's concrete footpaths is well in excess of 50 years - 425km out of 999km of existing concrete footpath is older than 50 years with 33km older than 100 years.

The useful life will be reviewed and increased in the 2016 Valuation. This will reduce the apparent funding gap with the full extent to be determined by how much useful life is extended

1.5.4 Laneways (Rights-of-Way)

Laneways included in this Plan are those listed in the Register of Public Roads. There are a further 19km of unmade, trafficable laneways which council does not presently maintain.

1.5.4.1 Physical Parameters

- **Length of laneways 72km**
 - 59.7% concrete, 27% bluestone, 13% asphalt and 0.3% gravel

1.5.4.2 Laneway Condition

- 79% of laneways considered to be in "fair" condition or better

1.5.4.3 Laneway Valuation

The laneway valuation at 30/06/15 had a total Replacement Value of \$20,371,163 and a Written Down Value (WDV) of \$12,152,849 with an Annual Depreciation of \$223,859. The annual depreciation was calculated based on condition.

1.5.4.4 Historical Data - Growth/Reduction and Past Funding

There has been a steady reduction in the length of laneways from a length of 112.5 km in 1996 to 77km in 2011/12, as Council has implemented its policy to dispose of laneways that are not reasonably required for public access discontinuing them and offering them for sale to abutting property owners.

1.5.4.5 Routine Maintenance Plan and Forecast Expenditure

Routine maintenance of laneways generally involves rubbish removal of the filling of low or sunken portions of bluestone laneways to improve ride quality and surface drainage. Funding for these works is included in the funding for road pavement maintenance.

1.5.4.6 Renewal Plan and Forecast Expenditure

Council does not currently undertake the capital upgrade of unmade laneways as part of the normal budget process. These are upgraded either by special charge schemes (which are funded by the adjoining residents (with partial funding from Council) or as a requirement of development approval (wholly funded by the developer). An amount of \$150,000 p.a. has been allocated in the current 10 year works plan specifically for the renewal of sealed laneways in "very poor" and "poor" condition. Currently there are 9 laneways totalling 650m in length in "very poor" condition and priority has been given to renewing these in the current works plan

There are 137 laneway blocks totalling 12.77km assessed as being in "poor" condition. At present there is no system for prioritising renewal works within this group. In addition 4.24km of the laneways in "poor condition" are paved in bluestone, were constructed in the first quarter of the 20th century, and are located within heritage overlay areas. These laneways present a particular challenge to Council as they must be renewed in bluestone at high cost. Also these laneways are generally built on very flat grades with inadequate underground drainage.

1.5.4.7 Disposal Plan

Laneways are generally an alternate rear access to properties that get very minor use and therefore have not received sufficient budget attention in the past. Council adopted a Right-of-Way and Road Closure Policy (1997) and a Laneway Action Plan (2006) which provides a strategic overview of laneway issues faced by Council and suggests a policy framework to guide decision making into future use, development and management of laneways in Darebin. The main actions of the plan are to:-

- Develop an overall strategy on unmade laneways (including maintenance, adverse possession, landlocked sites, pricing, communication, linkages etc to address conflict between maintenance and sales of unmade laneways).
- Develop an integrated Sales Strategy incorporating whole of Council strategic objectives as well as an internal referral process
- Identify strategic laneways for future housing, local permeability and sales purposes.
- Clarify and confirm the High Street widening of laneways planning policy and practice

- Consider a Council policy on laneway repairs and maintenance
- All items above, except item(iv) form part of the property governance framework and associated policies to be considered by Council in 2016

1.5.5 Bike Paths (Off-Road)/Shared Paths

1.5.5.1 Physical Parameters

- Off-road bike paths/Shared Paths - 26.9km
- On road bike paths – 45.5km – treated as part of the road pavement
- 22km of bike paths are concrete

1.5.5.2 Condition

- **97% of bike paths are in fair condition or better**

1.5.5.3 Valuation

The off-road bike path/shared path valuation at 30/06/2012 had a total Replacement Value of \$5,006,443 and a Written Down Value (WDV) of \$3,497,643 with an Annual Depreciation of \$117,360. The annual depreciation was calculated based on condition.

1.5.5.4 Historical Data

Up to 2009 expenditure was predominately for expansion of the bike path network. From 30/06/2009 to 30/06/2012 Council spent a total of \$1,150,000 replacing 2,337m of existing asphalt shared path in poor condition with new reinforced concrete footpath. In 2011/12 Council constructed 1089m of new concrete shared path and 792m of new asphalt shared path.

1.5.5.5 Routine Maintenance Plan

Routine maintenance is undertaken as part of the footpath routine maintenance budget. See Section 1.5.3.

1.5.5.6 Renewal/ Replacement Plan

Location	Years	Amount
Dunne St shared path; Mt Cooper bike path, All Nations shared path; Edwardes Lake shared path, St Georges Road shared path, Bracken Ave shared path	2014/15 to 2022/23	\$2,480,000

Fig 1.7 - Bike Path/Shared Path Renewal

1.5.5.7 Creation /Acquisition/Augmentation Plan

The shared path project to be undertaken over the next 10 years is listed below:

Project	Year	Amount
St Georges Road shared path improvements	2014/15 to 2023/24	\$5,070,000

Fig 1.8 – Future Bike Path/Shared Path Projects

1.5.5.8 Funding Analysis

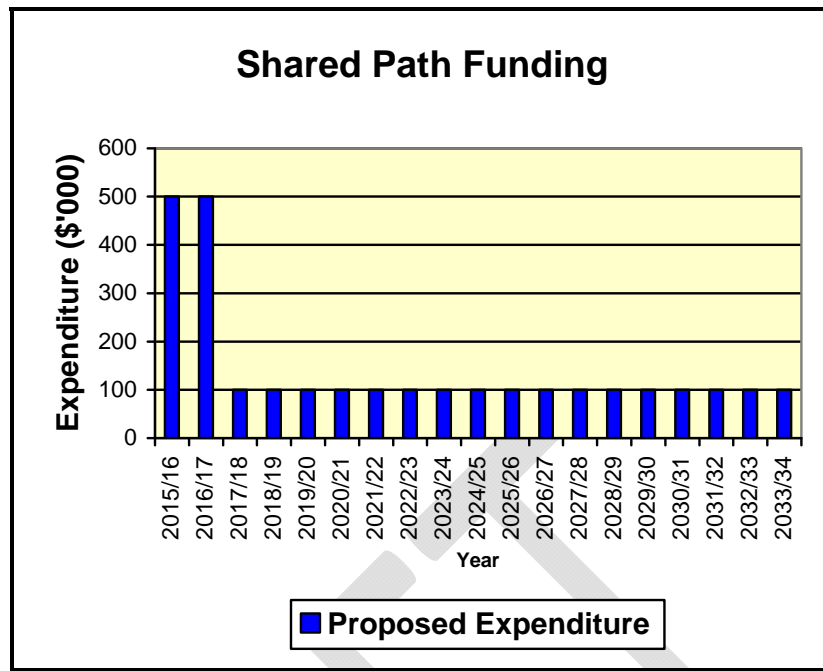


Fig 1.9 Shared Path Funding

1.5.5.9 Useful life of Concrete Shared Paths

The annual depreciation rate for shared paths is based on an adopted useful life of 50 years. The oldest concrete shared paths are currently only 26 years old. However, given that shared paths are built to a higher standard than pedestrian paths it is expected that they will perform as well or better than concrete pedestrian paths. It is therefore proposed to review the useful life of concrete shared paths to bring them into line with the new adopted life for concrete footpaths. (see 1.5.3.8)

1.5.6 Carparks

1.5.6.1 Background

Council has approximately 150,000m² of on-road carparks, off-road carparks and parking lanes servicing commercial, shopping and residential precincts, Council buildings and sporting facilities and accommodating approximately 7,000 vehicles.

These carparks are identified in Council's asset management system under the following nomenclature: Public Carparks, Reserves and Facilities Carparks and Parking Lanes.

All of the components of carparks ie surface, pavements, kerb and channel and traffic management devices are included in the physical parameters and valuations for these individual components.

1.5.6.2 Public Carparks

There are 22 carparks listed in Council's asset management system as public carparks

(I) Asset Condition and Valuation

A full condition assessment has not yet been undertaken for these carparks. The replacement cost in 2015 is \$3,120,802 with a written down value of \$ 1,772,950

(II) Asset Management

Public car parks are subject to the levels of service as set out in the RMP for Roads

1.5.6.3 Parking Lanes

A total of 432 parking lanes are identified in Council's asset management system, comprising both single and multiple parallel and angled parking spaces. All of these areas are within the road reserve. Because they are within the road reserve they are managed under the Council's Road Management Plan

(I) Asset Value and Condition

An audit of construction details has never been undertaken for these assets. The valuation is based on a standard pavement profile. The replacement cost of parking lanes in 2015 is \$4,847,850m with written down value of \$1,105,295.

83% of parking lanes are in "fair" condition or better.

(II) Asset Management

Parking lanes are subject to the levels of service as set out in the Road Management Plan.

1.5.6.4 Reserves and Facilities Carparks

A total of 50 Reserves and Facilities Carparks provide parking for a Council owned buildings, parks and sporting facilities. These car parks will be subject to the levels of service as set out in the RMP for roads

(I) Asset Value and Condition

An audit of full construction details and condition assessment has never been undertaken for these assets. The replacement cost of reserves and facilities carparks at 30/06/2015 is \$4,655,358 with written down value of \$2,047,937.

(II) Asset Management

The management of these carparks is set out in the Open Space Asset Management Plan and the Buildings Asset Management Plan.

These carparks will be subject to the levels of service as set out in the RMP for roads

The management of these carparks is covered by the Open Space Asset Management Plan.

1.5.6.5 Routine Maintenance Plan

Routine maintenance is undertaken in all carparks as required from the road pavement maintenance budget

1.5.6.6 Renewal Plan

A detailed 10 year works plan for carparks has not been prepared. However, based on the, age and condition of the assets an amount of \$50,000 pa has been included in the current 10 year plan for carpark renewal commencing in 2017/18

1.5.6.7 Outstanding Issues

There are a number of outstanding issues with carparks that require rectification:

- No condition assessment of carparks has been undertaken for the purpose of determining a written down value and to enable a long term renewal program to be formulated.
- Some facilities carparks are included with the public carparks and the lists need to be redefined.
- The construction of parking lane pavements is unknown so the Replacement Value is inaccurate
- The number of assets has not been checked and up-dated for a number of years.

1.5.7 Traffic Control Devices

1.5.7.1 Physical Parameters

Council has in the order of 1693 traffic control devices.

1.5.7.2 Asset Condition

97% of traffic control devices are in "fair condition or better

1.5.7.3 Asset Valuations

At 30/06/2015 Traffic Control Devices had a total Replacement Value of \$ 4,796,045 and a Written Down Value (WDV) of \$2,024,705.

The valuation of traffic control devices is lower than in previous years because previous valuations were done on a brownfield cost basis using a standardised value for each type of traffic control asset regardless of components and size. The 2015 valuation was done on a greenfield cost basis in accordance with the requirements of Australian Accounting Standard and an average cost for each type of device based on actual measurements of all traffic control devices.

1.5.7.4 Routine Maintenance and Renewal Plan

A number of traffic control devices are showing signs of age including: broken and damaged kerbs, broken and damaged garden bed surrounds and broken or dislodged paving. However, Council's Transport Management Department is currently reviewing all Local Area Traffic Management Plans. This could result in the removal or modification of a number of existing traffic management devices and accordingly, until this review is completed Council will only undertake emergency maintenance works required for public safety.

1.5.7.5 Augmentation Plan and Forecast Expenditure

The augmentation program seeks to construct a number of new traffic management and road safety works that address concerns and priorities that have been established through resident correspondence, Councillor action items and officer investigation. Many of these new traffic management devices are vital to the delivery of the Darebin Transport Strategy. Forecast expenditure for augmentation is \$210,000pa.

1.5.8 Bridges and Culverts

1.5.8.1 Physical Parameters

Type of Bridge	Number	Deck Area(m ²)
Road Bridge	13	1,754
Footbridge – Fully Owned	31	1,566
Footbridge – Half owned	15	(full area)1,261
Board Walk/Viewing Platform	5	359
Total	64	4,940

Fig 1.10 – Bridge and Culvert Details

There are 15 half- owned bicycle and pedestrian bridges which span the Merri Creek or Darebin Creek along the municipal boundaries with Banyule, Yarra and Moreland City Councils. In addition there are 24 bridge structures in Darebin which belong to VicRoads and the Public Transport Corporation plus 1 bridge structure belonging to La Trobe University which are **not** counted in the above table and are not covered in this RAMP.

1.5.8.2 Asset Condition

A Level 2 bridge inspection was undertaken in 2015 on all bridges and level 3 inspections were undertaken on 5 bridges resulting in 3 bridges being identified for replacement and one bridge requiring extensive rehabilitation:

Bridge	Required Works
BR-7800 Northcote Golf Course	Rehabilitation
BR -3100 – Scott Grove	Replacement
BR-400 – Dundas St/Banksia St	Replacement
BR-3700 – Wood St/ Olympic Park	Replacement

Fig 1.11 – Bridges Requiring Rehabilitation and Replacement

The viewing deck at Ray Branham Gardens is in very poor condition and has been closed to pedestrian access until it is determined whether this structure will form part of the redevelopment plan for the park.

1.5.8.3 Possible Deficiencies

The 2009 RAMP stated that a structural analysis of all the local road bridges was undertaken by VicRoads on behalf of Council in 2002 which found that all Council's road bridges have the structural capacity to carry "higher mass limit" trucks. However, closer examination of the available documents indicates that the study only involved steel and concrete plank bridges and cast –in-situ concrete culverts but not major reinforced concrete pipe culverts.

Executive Summary Roads Asset Management (RAMP)

Council has one major concrete pipe culvert, being 4 x1500mm pipes at Edwardes St, Reservoir on Edgars Creek. This structure is on a route recently designated by Council as an approved heavy mass vehicle route and accordingly, the load capacity of this structure should be verified.

There are no functional deficiencies on the existing bridges, that is, the bridges do not need to be widened. However, there is a question mark over the capacity of culverts in Davidson St, Reservoir following 2 flood events in the last 3 years.

1.5.8.4 Asset Valuations

The Bridge valuation at 30/06/2015 had a total Replacement Value of \$7,781,824 and a Written Down Value (WDV) of \$4,645,759 with an Annual Depreciation of \$94,266 The annual depreciation was calculated based on age (straight-line).

1.5.8.5 Routine Maintenance Plan

All bridges deteriorate under the combined effects of loading and environmental factors – works undertaken under routine maintenance include, painting, replacement of individual timber decking places, tightening nuts, bolts and screws and repair of trip hazards

Furthermore, the amount of maintenance work required to be undertaken on bridges is dependent on weather and level of vandalism.

Funding requirements of \$80,000p.a is based on recent historical funding levels.

1.5.8.6 Renewal Plan

The following renewal works are required:

Bridge Renewal Works	Year	Amount	Comment
Bridge BR -7800 Northcote Golf Course –beam rehabilitation and replacement of existing timber deck	2015/16	\$60,000	
BR 3100 Scott Grove Bridge Replacement	2015/16	\$320,000	
BR 4000 – Dundas St/Banksia St Replacement	2016/17	\$500,000	Banyule Council Contribution \$250,000
BR 3700 -Wood St Northland/ Olympic Park - Replacement	2017/18	\$500,000	Banyule Council Contribution \$250,000
BR-0900 – Kendall St, Preston/Harding St Coburg , Replacement	2023/24	\$1,000,000	Moreland Council Contribution \$750,000
TOTAL		\$2,380,000	

Fig1.12 – Bridge Renewal Works

1.5.9 Medians**1.5.9.1 Physical Parameters**

Median Types	Area (m ²)	Useful Life	Replacement Cost
Concrete	2,020	60	\$117,859
Gravel	705	0	0
Grass	69,521	0	0
Landscaped	768	0	0
Total			\$117,859

Fig 1.13 - Median Details

For the 2015 valuation the kerbs associated with medians were included and valued as part of kerb and channel assets. Only constructed improvements to the median surface were valued.

1.5.9.2 Forecast Expenditure

Currently there are no routine maintenance identified for medians. Any future maintenance will be included as part of the capital works for road resurfacing and rehabilitation works.

1.5.10 Signs, Linemarking and Street Furniture

1.5.10.1 Signs

No audit of road signage has been undertaken since 2002. The 2009 RAMP contained the following data

(I) Physical Parameters

Type of Sign	Number
Regulatory	unknown
Warning	unknown
Parking	
One-plate parking sign	4,446
Two-plate parking sign	2,021
Three-plate parking sign	710
Four-plate parking sign	25
Street Name	unknown
Other (e.g. directional etc.)	unknown
Total	7,202

Fig 1.14 – Signage Details

1.5.10.2 Linemarking

(I) Physical Parameters

No audit has been undertaken of linemarking since 2008, when the following information was collected:

Type of Linemarking	Quantity
100mm lines	73,000 m
200mm lines	13,000 m
400mm lines	7,000 m
600mm lines	1,250 m
Bicycle and disabled marking	20 No
Raised reflective pavement markers	unknown
Arrows	60 No

Fig 1.15 - Linemarking Details

(II) Routine Maintenance Plan

It is estimated that Council is responsible for maintaining around 100km of line work throughout the municipality. The Routine Maintenance budget expenditure in 2014/15 for linemarking was \$249,793. This figure has been adopted as the annual amount for future works.

(III) Renewal Plan

See paragraph 1.5.10.4

1.5.10.3 Street Furniture

(I) Physical Parameters

Council does not have any information on the location, type and condition of street furniture which includes items such as: bollards, seats, bins and bicycle racks. This information should be collected over the next 4 year period.

(II) Routine Maintenance Plan

The Routine Maintenance budget allocation in 2014/15 for Signs and Street Furniture was \$326,260. This figure has been adopted as the annual amount for future works.

1.5.10.4 Renewal Plans for Signs, Linemarking and Street Furniture

New signs, linemarking and street furniture is provided in response to requests from residents, business operators, Councillors and Council officers. Approximate cost \$40,000p.a.

1.5.11 Retaining Walls

1.5.11.1 Physical Parameters

Street	Suburb	Location	Construction Material	Length (m)	Max Height (m)	Replacement Cost
Winifred St	Northcote	Side Boundary 179 Arthurton Rd and 62 Auburn Ave	Natural Bluestone	87	3	\$135,000
High St	Northcote	Road boundary	Dressed Bluestone	227	5	\$1,000,000
Pearl St	Northcote	Road -Wall 1(low)	Concrete Crib - Block	157	1.8	\$145,000
Pearl St	Northcote	Road- Wall 2 (high)	Concrete Sleeper	138	0.6	\$43,000
Pearl St	Northcote	Road - Wall 3 (low)	Bluestone	3	0.8	\$3,000
High St -Pearl St	Northcote	Pedestrian Ramp	Bluestone	39	1.2	\$100,000
Strettle St	Preston	Fyffe St intersection	Dressed Bluestone	71	0.9	\$64,000
Strettle St	Preston	Side Boundary 136 Fyffe St	Dressed Bluestone	37.5	1.5	\$56,000
Fyffe St	Preston	Front Boundary, 136 Fyffe St	Dressed Bluestone	10.6	0.6	\$5,000
Woolton Ave	Northcote	Park	Concrete rendered Bluestone	96	1.1	\$30,000
Smith St	Alphington	Shared Path (Wall 1)	Bluestone	17.7	1	\$5,000
Smith St	Alphington	Shared Path (Wall2)	Gabion Baskets	36	1	\$16,000
Smith St	Alphington	Shared Path (Wall3)	Gabion Baskets	42	3	\$50,000
Smith St	Alphington	Shared Path (Wall 4)	Bluestone	11	1	\$6,000
Smith St	Alphington	Shared Path (Wall 5)	Bluestone	14	2	\$15,000
Edwardes (North)	Reservoir	Park	Timber	217	1.4	\$100,000
Edwardes (South)	Reservoir	Park. Wall 1 (low)	Timber	291	1.5	\$130,000
Edwardes (South)	Reservoir	Park. Wall 2 (middle)	Timber	94	1	\$30,000
Edwardes (South)	Reservoir	Park. Wall 3 (high)	Timber	63	0.8	\$15,000
Breavington Way	Northcote	Park	Gabion Basket	32	2	\$30,000
Crestwood Ave	Macleod	Park	Natural Bluestone	185	0.8	\$95,000
Normanby Rd	Northcote	Northcote Golf Course	Concrete Crib-Block	150	2.5	\$265,000
Batman Park	Northcote	Arthurton Road	Dressed Bluestone	33	2	\$66,000
Little High St (East)	Northcote	Adjacent Little High St	Rough Bluestone	104	0.8	\$25,000
Little High St (East)	Northcote	Adjacent Urghart St	Dressed Bluestone	14	0.8	\$11,000
Northcote Town Hall	Northcote	Carpark	Brick (Excluding Rendered Artwork)	69	2.5	\$85,000
Glasgow Ave	Reservoir	Shared Path Downstream of Bridge	Timber sleepers	44	1.4	\$20,000
TOTAL						\$2,545,000

Fig 1.16 – Retaining Wall Details

1.5.11.2 Asset Condition

The bluestone retaining wall at Ruckers Hill was built in 1890 and deflections of this wall have been documented since 1900. Regular monitoring has been undertaken and this should continue. There are no other known issues with the other retaining walls. However, annual inspections should be undertaken of all retaining walls.

1.5.11.3 Asset Valuation

The replacement cost of retaining walls of \$2,545,000 was estimated using “Rawlinsons – Australian Construction Handbook”. Retaining walls are a long life asset and no specific Capital or Operational budget is allocated for the annual maintenance of these assets.

1.5.11.4 Routine Maintenance and Renewal

There are no known routine maintenance or renewal requirements over the next 4 years.

1.5.12 Traffic Signals

1.5.12.1 Physical Parameters

Council is responsible for 27 traffic signals on local roads, valued at \$2,931,500

1.5.12.2 Routine Maintenance Plan and Forecast Funding Requirements

Traffic signal maintenance is undertaken annually by contract. Estimated expenditure is \$210,000pa.

1.5.12.3 Renewal Plan and Forecast Funding Requirements

There is no current capital allocation for the installation of Traffic Signals, however, from time-to-time Council allocates funds to address pedestrian and vehicle safety issues along Council local roads after Vic Roads approval has been sought.

1.5.13 Public Street Lighting

1.5.13.1 Physical Parameters

Public Street Lighting		
Funding Responsibility/Provider	No.	Replacement Cost
Non-Standard Decorative (approx)	500	\$750,000
Citipower		Operational Costs
Full Council Cost	3,443	\$223,478
Council Shared Cost (40%)	541	
SP -Ausnet		Operational Costs
Full Council Cost	523	\$39,516
Council Shared Cost (40%)	111	
Jemena		
Full Council Cost	7,839	\$522,319
Council Shared Cost (40%)	1,504	
Total Operational Cost		\$824,752

Fig 1.17 - Street Lighting Details

1.5.13.2 Routine Maintenance Plan

Council has a legal responsibility under the public street lighting Code to provide the street lighting service to the community. Approximately \$15,000p.a. is required for street light maintenance.

1.5.13.3 Renewal/Upgrade Plan and Forecast Funding

The plan is to replace approximately 10,000 of Darebin's inefficient 80W mercury vapour street lights with energy efficient lights. It is expected to reduce annual greenhouse gas emissions by approximately 3,800 tonnes, reduce energy and maintenance charges, and improve the quality of street lighting. The project is estimated to cost \$4.35M with a net saving of \$9.7M expected to be repaid within 20 years.

Commonwealth funding has been provided which reduces the payback to Council from this project to an estimated 5 years.

In addition approximately \$15,000p.a is required for new street lights.

1.6 Risk Management Plans

Critical roads infrastructure risks and their treatment are identified in the table below.

Service or Asset at Risk	Risk	Risk Rating	Risk Treatment Plan	Residual Risk
Roads	Night time hazards to the public , in particular reflectivity of traffic and regulatory signs, linemarking and street lighting	High	12 monthly night inspections of whole road network	Low
	Hazards to traffic from localised irregularities in road surface including potholes, deformation, delamination and edge breaks	High	Inspections, intervention levels and treatment times in accordance with the Road Management Plan	Low
	Hazard to traffic from poorly reinstated utility service trenches	High	Inspections, intervention levels and treatment times in accordance with the Road Management Plan	Low
Footpaths and Shared paths	Trip hazards caused by trees or natural ground movement	Very High	Inspections, intervention levels and treatment times in accordance with the Road management plan	Low
Bridges	Structural deterioration	High	6 monthly Level 1 inspections and 3 yearly level 2 inspections	Low
	Shared bridge deck hazardous in wet and icy conditions	High	Signposting, application of non-slip coatings	Low
	Width of shared bridge does not meet current design recommendations for bike paths	High	Signposting – cyclist dismount signs	Low

Fig 1.18 – Roads Infrastructure Risks and Treatment

1.7 Financial Statements and Projections

This section contains the financial requirements resulting from all the information presented in previous sections. It classifies the types of expenditure that Darebin city Council will be undertaking and explains the issues relating to finance and models that site behind the expenditure profiles

1.7.1 Summary of Historical Expenditure

ASSET	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15
CAPITAL EXPENDITURE													
Renewal/Upgrade													
Roads Rehabilitation	1,467,600	2,562,945	2,457,499	2,459,840	2,902,776	3,508,671	4,546,073	3,374,219	1,620,214	2,751,702	1,702,488	961,980	624,281
Roads Resurfacing	770,400	522,790	675,243	865,100	896,448	966,626	919,341	931,430	1,177,291	2,103,055	1,713,251	1,824,075	2,384,441
Laneways	0	0	22,000	53,000	100,064	115,494	254,630	227,887	85,554			18,642	10,578
Carparks	99,000	0	0	300,000	90,475	1,336	66,852	27,994	35,223	75,963	31,144	38,752	78,290
Footpaths	392,500	569,531	614,569	1,181,500	905,441	1,379,730	1,207,043	578,852	485,153	1,564,570	1,002,597	1,043,811	938,792
Bikepaths	25,000	50,000	50,000	425,000	256,194	475,768	1,016,353	535,960	270,503	1,249,441	1,073,571	1,228,793	1,119,611
Program Maintenance	63,640	95,000	120,000	130,000	76,579	65,328	101,039	160,671	191,910	230,692	574,006	385,363	511,449
Bridges & Culverts	39,600	63,800	42,000	40,000	39,215	34,595	34,275	287,119	80,451	64,080	55,914	2,326	75,666
Special Charge Scheme	135,000	15,000	194,500	250,000	23,449	454,046	107,327						4,540
Total Capital Expenditure	2,992,740	3,879,066	4,175,811	5,704,440	5,290,642	7,001,594	8,252,933	6,124,132	3,946,300	8,039,502	6,152,971	5,503,742	5,747,648
Total Capital. Income (R2R)					-395,340	-395,340	-395,340	-412,297	-460,123	-429,360	-520,988	-449,739	-436,804
Net Total Capital Expend				5,704,440	4,895,302	6,606,254	7,857,593	5,711,835	3,486,177	7,610,142	5,631,983	5,054,003	5,310,844
% Change		29.6	7.7	36.6	-14.18%	34.95%	18.94%	-27.31%	-38.97%	118.29%	-25.99%	-10.26%	5.08%
OPERATIONS & MAINTENANCE – Routine Maintenance Actuals													
Maintenance Management-Staff	466,208	429,696	298,396	405,434	843,563	707,803	1,043,317	976,913	608,371	626,427	666,320	618,118	675,194
After Hours(15% of Actual)	7,050	7,624	9,150	9,277									
Vic Roads Maintenance	111,910	141,597	87,524	0	15,609	100.51							
Inspections & Permits	133,573	145,602	143,661	141,363	-37,338	70,963	188,132	222,993	248,179	338,085	336,061	368,696	414,590
Road Reinstatements	480,004	630,303	844,748	924,057	853,092	654,268	333,496	165,897	109,083	223,550	305,202	356,556	98,724
Road Pavement Maintenance	285,096	239,433	257,825	285,542	300,488	313,966	506,834	566,798	551,332	562,413	558,354	140,160	760,327
Footpath Maintenance	461,680	491,758	513,263	607,452	544,580	627,553	748,463	700,490	825,968	900,256	799,057	744,806	832,399
Prog. Maint. Roads& Footpaths	29,444	28,774	4,660	398	0	0							
Line Marking	151,238	174,906	204,766	236,965	234,391	217,053	216,318	260,028	268,676	286,024	311,026	775,868	249,793
Signs & Road Furniture	168,770	170,803	178,784	159,685	218,126	279,528	309,613	256,475	269,757	281,681	315,140	288,282	326,260
Prog. Maint. Signs & Lines & Furniture	1,096,776	65,671	76,753	100,627									
Total Routine Expenditure	2,404,749	2,526,167	2,619,530	2,870,800	2,972,511	2,871,235	3,346,173	3,149,594	2,881,366	3,218,436	3,291,159	3,292,486	3,357,286
Income-Vic Roads Maintenance	-114,192	-148,685	-104,659	0	0	0							
Income-Permits & Inspections	-131,069	-191,245	-343,168	-320,291	-78,425	-112,959	-106,409	-111,830	-104,630	-110,840	-143,788	-147,530	-156,699
Income-Road Reinstatements	-490,536	-702,512	-888,785	-974,808	-908,820	-623,572	-569,714	-411,695	-323,870	-526,198	-311,623	-77,632	-593
Income-Road & Footpath	-36,712	-30,759	-16,004	-265	-27,790	-10,765	-147,142	-113,311	-191,068	-147,684	-159,751	-265,445	-232,872
Income-Sign, Lines & Furniture	-164,322	-123,179	-87,410	-129,582	-62,042	-38,196	-167,860	-157,593	-139,091	-152,148	-210,760	-196,184	-205,602
Total Routine Maint. Income	-936,831	-1,196,380	-1,440,026	-1,424,946	-1,077,077	-785,492	-991,125	-794,429	-758,659	-936,870	-825,921	-686,792	-595,765
Net Total Routine Expenditure	1,467,918	1,329,787	1,179,504	1,445,854	1,895,434	2,085,743	2,355,048	2,355,165	2,122,708	2,281,566	2,465,239	2,605,694	2,761,521
TOTAL CAPITAL & ROUTINE ROAD EXPENDITURE	4,460,658	5,208,853	5,355,315	7,150,294	6,790,736	8,691,996	10,212,641	8,067,000	5,608,884	9,891,709	8,097,221	7,659,697	8,072,366
% Change		16.8	2.8	33.5	11.6	6.1	17.49%	-21.01%	-30.47%	76.36%	-18.14%	-5.40%	5.39%

1.7.2 20 Year Forecast Expenditure

Forecast Expenditure	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	36/36
Capital Expenditure – Renewals – \$'000																			
Road Rehab	1600	1400	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
Road Resurfacing	2500	2300	2300	2300	2300	2300	2300	2300	2300	2300	2300	2300	2300	2300	2300	2300	2300	2300	2300
Laneways	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150
Car Parks	0	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
Bike Paths	500	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Footpaths	950	950	950	950	950	950	950	400	400	400	400	400	400	400	400	400	400	400	400
Program Maintenance	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250
Bridges and Culverts	150	580	580	80	80	80	80	1580	80	80	80	80	80	80	80	80	80	80	80
Street lighting	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
Traffic Signals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Signs, Linemarking & Street furniture	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Sub-Total	6155	5835	5435	4935	4935	4935	4935	5885	4385	4385	4385	4385	4385	4385	4385	4385	4385	4385	4385
Capital Expenditure – New Works \$'000																			
Special charge Scheme	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
Shared paths	630	1500	1500	1500	1500	500	50	50	50	50	50	50	50	50	50	50	50	50	50
Sub -Total	680	1550	1550	1550	1550	550	100	100	100	100	100	100	100	100	100	100	100	100	100
Total Capital Expenditure	6835	7385	6985	6485	6485	5485	5035	5985	4485	4485	4485	4485	4485	4485	4485	4485	4485	4485	4485
Operations and Maintenance – Routine Maintenance \$'000																			
Maintenance management	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700
Maintenance Management Staff	445	445	445	445	445	445	445	445	445	445	445	445	445	445	445	445	445	445	445
Inspections & Permits	360	360	360	360	360	360	360	360	360	360	360	360	360	360	360	360	360	360	360
Road Reinstatement	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600
Footpath Maintenance	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400
Shared Path Maintenance	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
Linemarking	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
Signs & Road Furniture	210	210	210	210	210	210	210	210	210	210	210	210	210	210	210	210	210	210	210
Street lighting	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
Traffic Signals	210	210	210	210	210	210	210	210	210	210	210	210	210	210	210	210	210	210	210
Total Routine Maintenance Expend.	3440	3440	3440	3440	3440	3440	3440	3440	3440	3440	3440	3440	3440	3440	3440	3440	3440	3440	3440
Income - \$'000																			
FAGS	-900	-900	-900	-900	-900	-900	-900	-900	-900	-900	-900	-900	-900	-900	-900	-900	-900	-900	-900
Roads to Recovery	-1008	-874	-400	-400	-400	-400	-400	-400	-400	-400	-400	-400	-400	-400	-400	-400	-400	-400	-400
Banyule Council	-35	-250	-250																
Moreland Council								-750											
Total Income	-1943	-2,024	-1550	-1300	-1300	-1300	-1300	-2050	-1300	-1300	-1300	-1300	-1300	-1300	-1300	-1300	-1300	-1300	-1300
TOTAL FORECAST EXPENDITURE	8332	8801	8875	8625	8625	7625	7175	7375	6625	6625	6625	6625	6625	6625	6625	6625	6625	6625	6625

Fig 6.2 - 20 Year Forecast Expenditure

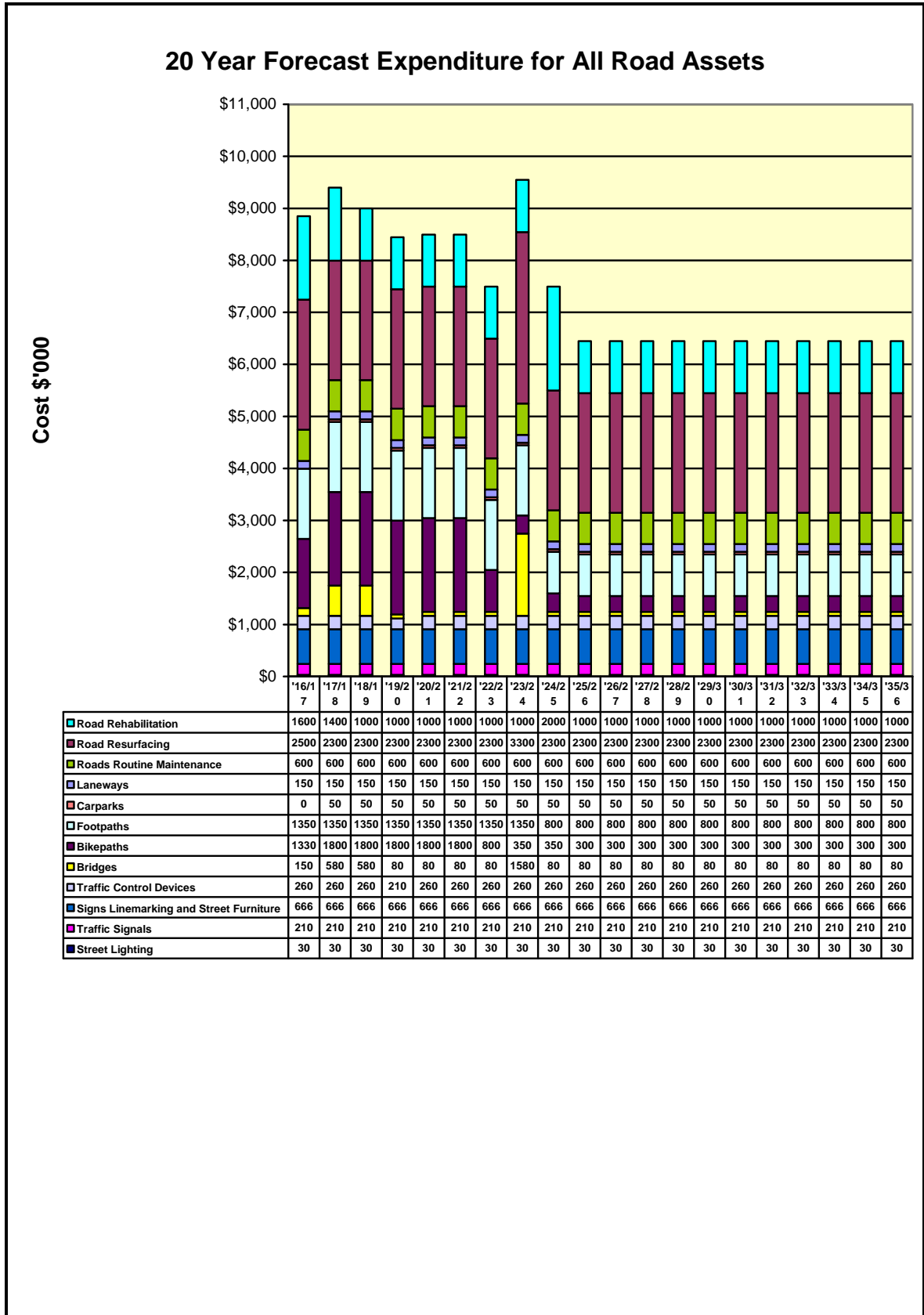


Fig 1.20

1.8 Asset Management Practices

Council has developed a logical and thorough decision making process for the management of roads and ancillary assets, using several management systems for:

- recording the quantum and condition of road assets
- prediction of future road condition and the development of works programs and budgets

Systems include:

1.8.1 SMEC Pavement Management System

The PMS contains all data on the quantity, age, construction and condition of Council's roads, kerbs, carparks, and traffic facilities.

The PMS is be used to predict future road condition and to develop maintenance works programs which optimises when money is spent on resurfacing works to achieve the greatest extension in the life of the road for the least possible lifecycle cost.

1.8.2 CAMS

The Customer Asset Management System (CAMS) is a system for planning, prioritising, directing and controlling maintenance work. An important part of the system is the collection of accurate field data. In particular the system provides information the performance of Council in complying with the intervention levels for roads and footpaths that have been adopted in the Road Management Plan.

1.9 Monitoring and Improvement Program

Issue No.	Description	Timeline
1	Review the RAMP when the new "Code of Practice for Operational Responsibility for Public Roads" is released by VicRoads to see if any changes need to be made to align the documents	Next 12 months
2	Finalise and sign Rail Safety Interface Agreement	December 2016
3	Council Boundary Agreements to be kept up-to-date	Ongoing
4	Conduct regular classified traffic counts on known heavy vehicle routes to ensure traffic information is kept up-to-date.	Ongoing
5	Climate Change and Peak Oil will have a significant effect on Council's road assets. In conjunction with the Adaptation Strategy being developed, investigate changes that can be made to the way Council maintains and manages its road assets to cope with the environmental issues that are being projected.	Over the next 3 years
6	Utilise the Customer Asset Management System (CAMS) to provide improved data collection and enable a measure of maintenance effectiveness	Over the next 2 years
7	Review the adopted useful life of concrete footpaths	2015/16 Valuation
8	Develop a priority program and budgets for renewal of laneways in "poor" condition	Over next 12 months
9	Review adopted useful life of concrete shared paths	2015/16 Valuation
10	1 Undertake an audit of the number of carparking assets within Darebin	Over next 12 months
	2 Undertake a review of pavement construction details for parking lanes and carparks	Over next 12 months
	3 Include all carparks in the next condition audit for road assets	Ongoing
	4 Manage all off-road carparks in accordance with the principals and timeframes set out in the RMP	Immediate
11	Review condition of existing Traffic Management Devices and formulate a new maintenance program when the LATM study is completed	Over next 2 years
12	Undertake a drainage study to determine the adequacy of culverts in Davidson St, Reservoir	2017/18 Budget
13	Collect information on the type, location and condition of street furniture	Over the next 2-3 years
14	Conduct regular monitoring of the condition of council retaining walls	Annually

1.10 Conclusion

This RAMP is the second generation plan for managing Council's road assets. The use of historical data from the 2009 RAMP has made it possible to examine long term trends in the condition and funding of these assets as well as reviewing where improvements in management data collection are required. The RAMP will be reviewed in four years from the adoption of this version, building on improvements achieved over that time.

In reviewing the information contained in this RAMP, it is concluded that significant improvements have been made to the road network condition over the last 15 years, particularly with regard to the rehabilitation of roads in the southern part of the City. Throughout this period the road network has been maintained in "very good" condition.

The funding levels proposed in this document are achievable based on historical funding levels and will continue to provide Darebin ratepayers with roads in "very good" condition.

6.4 LEVEL CROSSING REMOVALS – URBAN DESIGN PRINCIPLES

Author: Manager City Development

Reviewed By: Director Assets and Business Services

Report Background

In January 2016, the State Government formally announced its commitment to commence construction works on three level crossing removals in Darebin, namely:

- Grange Road, Fairfield;
- Bell Street, Preston; and
- High Street, Reservoir.

Construction works are expected to commence at the above sites in 2018. This is a welcome announcement and follows years of Council-led advocacy to prioritise the removal of dangerous level crossings in Darebin. These level crossings significantly hinder the flow of traffic, impede pedestrian and cyclist mobility, sever communities, constrain productivity and undermine the expansion and improvement of public transport services along the South Morang and Hurstbridge lines.

In order to maximise the community benefits afforded by these projects, Council Officers have developed a set of Urban Design Principles for each of the three level crossing removal projects. In doing so and to ensure consistency with State Government, Officers have applied the generic State Government Level Crossing Removal Authority (LXRA) Urban Design Framework, to the three level crossing sites in Darebin. The LXRA Urban Design Framework will be released shortly for the community to review.

Previous Council Resolution

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

Previous Briefing(s)

- 22 February 2016
- 15 March 2016
- 4 April 2016
- 16 May 2016

Council Plan Goals

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

Summary

The purpose of these Urban Design Principles Reports, provided at **Appendix A**, is:

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

This work is part of the '*Darebin Connect*' project which is seeking to ensure Council advocates for the best outcomes on the community's behalf. In doing so, Council officers have commenced meeting monthly with the State Government LXRA representatives in an effort to maximise opportunity for Council and community input. Following Council's consideration of these Urban Design Principle Reports, they will be forwarded to the LXRA to assist with the Development of concept designs and ensure Council's views are embedded early in the process.

Recommendation

That Council:

- (1) Note the contents of this Council Report and the consultations undertaken to prepare the three Urban Design Principle Reports attached as **Appendix A** to this report.
- (2) Endorse these Principles (**Appendix A**) to guide Council's negotiations with the Level Crossing Removal Authority and State Government agencies so as to achieve the most beneficial outcomes for the community; and
- (3) Note that Officers will continue to engage proactively with the Level Crossing Removal Authority throughout their consultation and planning around these three sites in order to maximise community benefits.

Introduction

- The State Government's announcement to remove three level crossings in Darebin by 2018 presents as a unique opportunity to deliver significant investment in Darebin that will provide a lasting legacy for future generations to come.
- As such, Officers are working to maximise the public investment and community benefits from these significant projects through the '*Darebin Connect*' project.
- A key component of this project is the Development of Urban Design Principles for each of the three level crossing removal projects. These Principles, provided at **Appendix A**, have been developed in collaboration across Council, through a series of facilitated workshops over several weeks.
- A further detailed workshop was conducted by the LXRA Urban Design team and Council officers in late March. This was an opportunity to learn more about the planning, consultation and design process conducted by the LXRA and to provide local knowledge and insight into their design considerations. The workshop also helped Officers to understand the scope of the LXRA work, as well as cost and design parameters for the State Government.

- To this end, it is important to note that the cost of tunnelling and decking over a sunken rail line is not an option that is financially viable anywhere on the metropolitan rail network outside of Melbourne's Central Business District. This is due to the costly nature of cut and cover rail solutions and the relatively low land values and low densities surrounding the suburban rail network. As such, when the LXRA considers rail-based solutions, they are considering either an *elevated rail scenario* or an *open trench scenario*.
- These Urban Design Principles will be applied to evaluate the different options and designs solutions that will be put forward, and enable Council to evaluate these proposals to determine whether they maximise community outcomes.

Issues and Discussion

- The Urban Design Principles Reports provide an opportunity for Council to advocate for outcomes that will deliver substantial benefit for the community, including improved safety, connectivity, public amenity, landscaping and to facilitate exemplary transit-oriented Developments.
- The LXRA is understood to be considering possible Integrated Development Outcomes at both Bell Station and Reservoir Station, as both of these projects necessitate new stations and precinct redevelopments. Moreover, both Bell and Reservoir stations are in urban contexts where growth and intensification is anticipated, and this is already underway in the Junction precinct to the immediate south of Bell station.
- In doing so, the LXRA is exploring 'value capture' at Bell and Reservoir stations, where the State Government is able to offset some of the costs associated with the level crossing removal works through enabling Development opportunities at certain locations. The offset to the costs can then be used to put back into the program of works at other level crossing sites. A Ministerial Standing Advisory Committee will be established to consider these Integrated Development proposals. Officers will brief Council on this when details and timeframes become available.
- Grange Road, Alphington, does not incorporate any train station redevelopments and the urban context is not one where intensification is anticipated or supported by way of local planning policy.

Urban Design Principles

The internal consultation highlighted a range of salient issues and opportunities for each of the three sites. They also demonstrate the unique urban context within which these projects are situated. The Principles Reports (**Appendix A**) reflect this, with a unique set of expectations for each project. These are summarised below.

Grange Road, Alphington

- An emphasis on recognising and enhancing the valued leafy, green characteristic of this area and protection of established trees and vegetation;
- Reinstatement and improvements to existing pedestrian and cyclist crossing points and consideration of improved alignment of north – south crossing points to reflect existing movement patterns; and
- Maintenance and improvement of the east-west cycling route on Wingrove Street, in accordance with the Darebin Cycling Strategy 2013-18.

Bell Street, Preston

- An emphasis on a new standard for public amenity within the station precinct and surrounds, consistent with the vision outlined in the Junction Urban Area Master Plan (2014) and the transition of the area towards a residential/mixed-use neighbourhood;

- Support renewal in South Preston and the Junction precinct through the creation of a distinctive, legible and high quality station precinct and surrounds;
- Ensure improvements to the safety and surveillance of Bell Station and pedestrian linkages to and from the Station;
- Cater for anticipated increase in patronage at Bell Station and ensure new station building and precinct is future-proofed for this growth; and
- Consider the introduction of new uses through the station redevelopment including convenience retail and night time uses such as residential uses to improve passive surveillance and perceptions of safety.

High Street, Reservoir

- An emphasis on the renewal of Reservoir by enabling the creation of the Central Heart precinct - in keeping with the Reservoir Structure Plan – a new focus for Reservoir which will incorporate the new station and facilities;
- Simplify and improve the road network and enhance safety, connectivity and mobility at Reservoir Junction; and
- The delivery of a high level of public amenity and comfort in and around the new station precinct, including weather protection, quality lighting and quality landscaping.

Financial and Resource Implications

- This is a whole of Council initiative demanding a considerable resource effort to develop a level of well researched information and to determine best community outcomes in response to a fast time-line being driven by the State Government.
- The budget for current activities for 'Darebin Connect' comes from within existing budget allocations for 2015/2016.
- Future allocations will need to be considered as part of the development and adoption of the 2016/2017 Budget and future years budgets.

Risk Management

Council needs to be in a position to evaluate design concepts and proposals from the State Government for the level crossing removal sites and to respond to a fast time-line being driven by the State.

Failure to endorse these Principles means Council does not have a set of preferred outcomes established that will enable the timely and transparent input into these design processes, limiting the opportunity for input and community benefits.

Policy Implications

Economic Development

The level crossing removals in Darebin represent an anticipated base level investment of around \$400 million in the municipality. The crossing removals are likely to have a range of flow on economic benefits for the municipality and will facilitate improved economic productivity and lead to significant community benefits.

Environmental Sustainability

The level crossing removals in Darebin are expected to have a range of improvements for environmental sustainability, including:

- Improvements to pedestrian and cyclist mobility; and

- Facilitate the expansion and improvement of public transport services along the South Morang and Hurstbridge lines.

Human Rights, Equity and Inclusion

There are no Human Rights, Equity and Inclusion impacts related to this report.

Other

There are no other impacts related to this report.

Future Actions

- Following Council's consideration and endorsement of these Urban Design Principle Reports, they will be forwarded to the LXRA to assist with the Development of concept designs and ensure Council's views are embedded in the design process.
- Officers will continue to engage with the LXRA and key stakeholders to ensure the views of the community and landholders are considered in their plans and activities in Darebin and to ensure wide spread promotion of opportunities to be involved in LXRA consultation activities.
- Officers will report back to Council as design options are presented and to keep Council updated as to the progress of these significant State Government projects.

Consultation and AdvocacyInternal Consultation:

- Public Realm
- Transport
- Community Development
- Economic Development
- Assets and Property
- Community Safety and Wellbeing
- Communications and Marketing

External Consultation:

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

Related Documents

- Urban Design Principles Reports (**Appendix A**)

Disclosure of Interest

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

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



the place
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Level Crossing Removal Grange Rd, Alphington Key Urban Design Principles

Darebin City Council
May 2016



1. Purpose

The following urban design principles have been developed by Darebin City Council to inform and influence the design process for level crossing removal project at Grange Road, Alphington. Based upon the Level Crossing Removal Authority's (LXRAs) *Urban Design Framework*, the following principles are intended to produce the key urban design outcomes sought by Council for this project.

The principles will:

- ensure a consistent message from Council officers in terms of Council's expectations of the project;
- provide certainty to the LXRA project delivery team when negotiating appropriate outcomes;
- provide a benchmark against which design proposals and outcomes can be measured; and
- guide Council's decision for determining the most beneficial outcome for the community.

2. Site Context

The Grange Road level crossing is located between Fairfield and Alphington Stations on the Hurstbridge train line approximately 7 km north-east of Melbourne's CBD. The Hurstbridge train line and Heidelberg Road are major east-west transport routes and act as a physical barrier, dividing the suburbs of Fairfield and Alphington, north-south.

In close proximity to the Grange Road level crossing is the former Amcor paper mill site, located south of Heidelberg Road in the City of Yarra. Bounded by Chandler Highway to the west and the Yarra River to the south, the 16.4ha site is expected to be progressively transformed into a predominantly residential development, over the next 10 years. Eventually, 4,500 to 5,000 people will reside in this emerging mini-suburb, doubling Alphington's population at 2011 Census and placing increased demand on the surrounding transport network.

The surrounding area is gradually changing with more townhouses and apartments being approved along the major road and rail corridors that will place additional demand on the surrounding transport network. As such the Grange Road level crossing removal provides an opportunity to plan for the future and deliver an integrated transport network that responds to the needs of all road and also public and active transport users for generations to come.

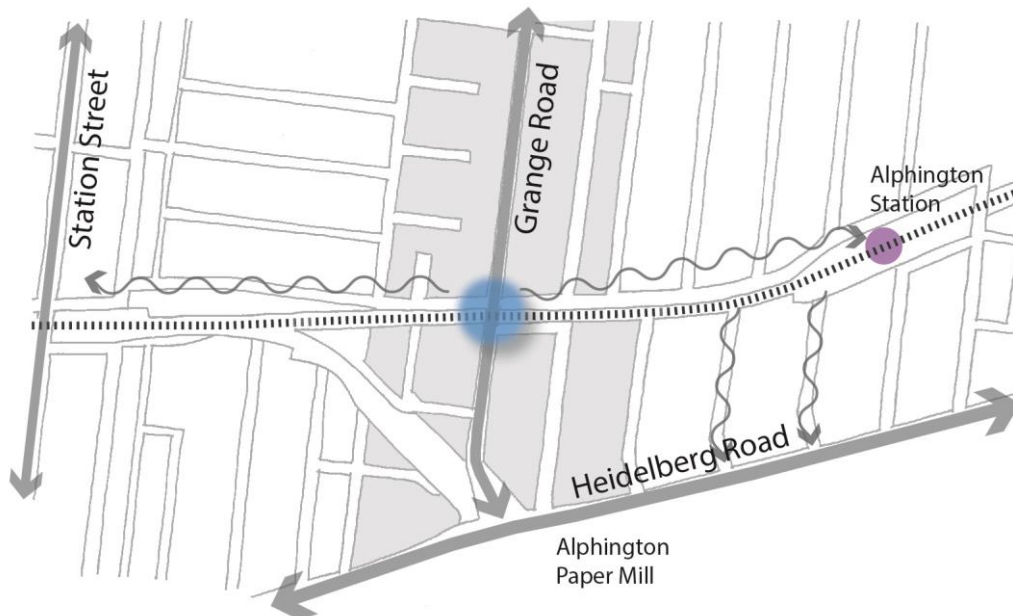
3. Urban Design Principles

1. Create a distinctive, high quality outcome



- To respect and reinforce the leafy green character of the local area by incorporating locally appropriate landscape elements, which reflect the community’s strong environmental values.
- To facilitate implementation of actions in the *City of Darebin GreenStreets Streetscape Strategy 2012-2020*; *Darebin Open Space Strategy 2007-2017* and *City of Darebin Urban Forest Strategy 2013-2028*.
- To explore opportunities to expand public open space along the railway corridor.

2. Incorporate legibility and wayfinding



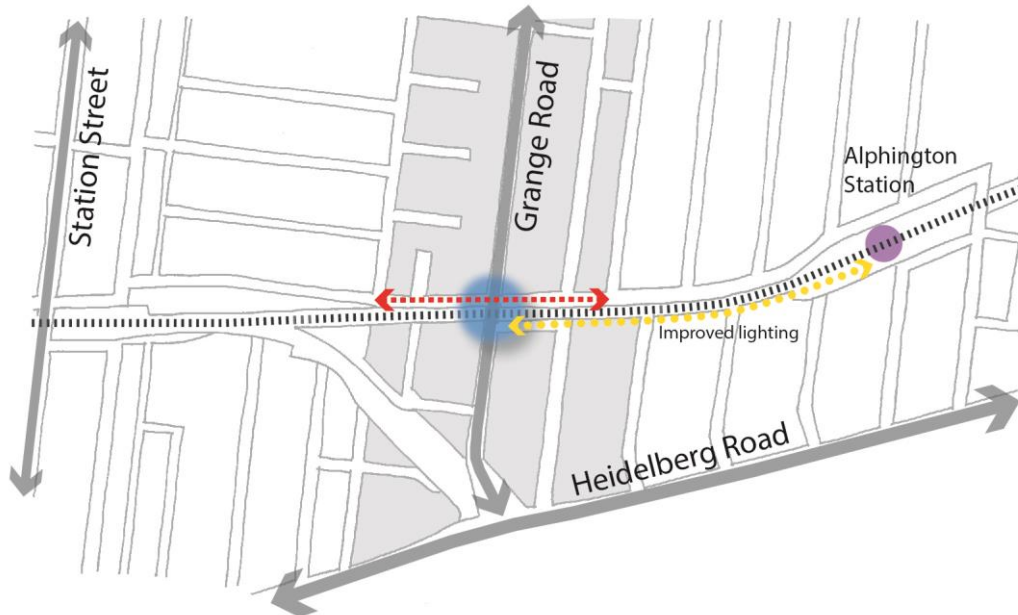
- To facilitate a clear and legible layout of the Grange Road grade separation.
- To expand wayfinding signage to link existing and emerging local retail centres (Alphington Place, Alphington Paper Mill site and Station Street, Fairfield) to Fairfield and Alphington railway stations and nearby bus stops.

3. Minimise impacts on adjacent private property



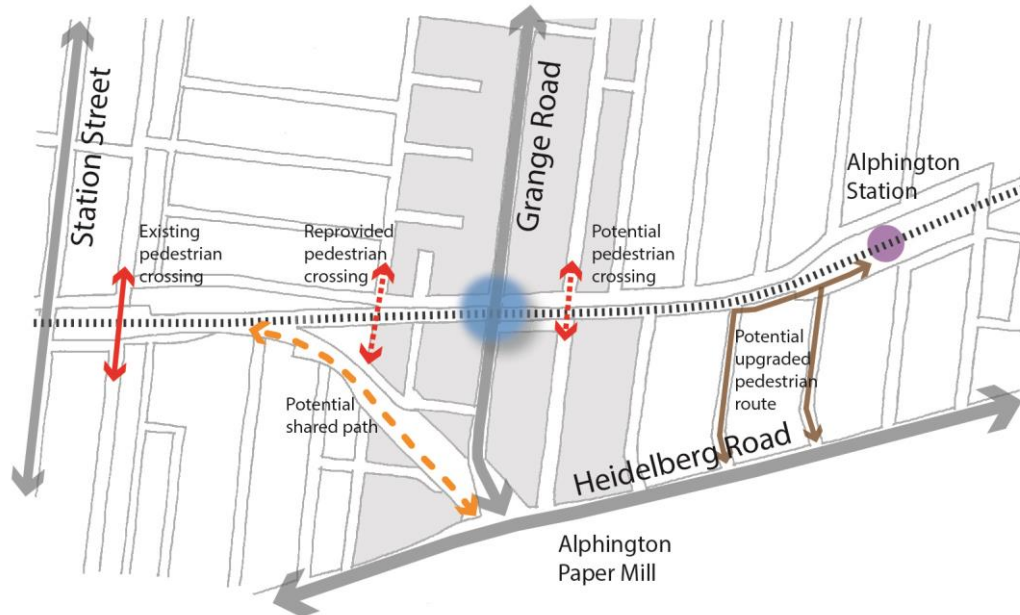
- To incorporate *Crime Prevention through Environmental Design (CPTED)* principles in the design of new infrastructure.
- To ensure that new infrastructure minimises the visual impact of the rail corridor on private property.
- To ensure that new infrastructure does not unreasonably overshadow onto private property.
- To ensure that the new infrastructure does not exacerbate the acoustic impacts of rail on the communities of Fairfield and Alphington.

4. Prioritise safety as a key design aspect



- To incorporate *Crime Prevention through Environmental Design (CPTED)* principles in the design of new infrastructure.
- To ensure increased traffic flows expected along Grange Road do not adversely impact on pedestrian and cycle movement.
- To ensure the design of the rail grade separation minimises potential conflicts between vehicles, public transport users, and active transport users.
- To provide lighting along existing and future pedestrian pathways which adjoin the railway corridor.
- To ensure that the public realm is designed to optimise natural surveillance.

5. Retain, enhance and expand pedestrian linkages across road and rail corridor



- To recognise the increased pedestrian flows expected from the Alphington Paper Mill site redevelopment, improving pedestrian paths to accommodate this change.
- To reinstate existing pedestrian crossing points where appropriate, and consider a new crossing point on Fulham Road, improving the alignment of north–south crossing points, accommodating existing movement patterns, and supporting the proposed Fulham Road cycling link.
- To ensure that crossing points are direct, safe, legible and easily accessible for all users.
- To ensure new infrastructure is integrated with the existing pedestrian network.

6. Integrate and improve local cycle connections



- To explore opportunities for safe and efficient north-south local cycle connections, reinstating existing pedestrian crossing points and considering new crossing points to link routes across the rail corridor for cyclists.
- To maintain and improve the east-west cycling route on Wingrove Street, in accordance with the *Darebin Cycling Strategy 2013-18*.
- To explore opportunities to incorporate underutilised railway land within the existing network of shared pathways adjoining the Hurstbridge railway corridor.



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Level Crossing Removal Bell St, Preston Key Urban Design Principles

Darebin City Council
May 2016



1. Purpose

The following urban design principles have been developed by Darebin City Council to inform and influence the design process for the level crossing removal project at Bell Street, Preston. Based upon the Level Crossing Removal Authority's (LXRA) *Urban Design Framework*, the following principles are intended to produce the key urban design outcomes sought by Council for this project.

The principles will:

- ensure a consistent message from Council officers in terms of Council's expectations of the project;
- provide certainty to the LXRA project delivery team when negotiating appropriate outcomes;
- provide a benchmark against which design proposals and outcomes can be measured; and
- guide Council's decision for determining the most beneficial outcome for the community.

2. Site Context

Bell Station is located on the South Morang train line, 8 km north of the CBD, and forms the southern edge of the Preston Central Structure Plan in South Preston. The level crossing is situated on Bell Street, an important east-west arterial road with considerable passenger and freight traffic.

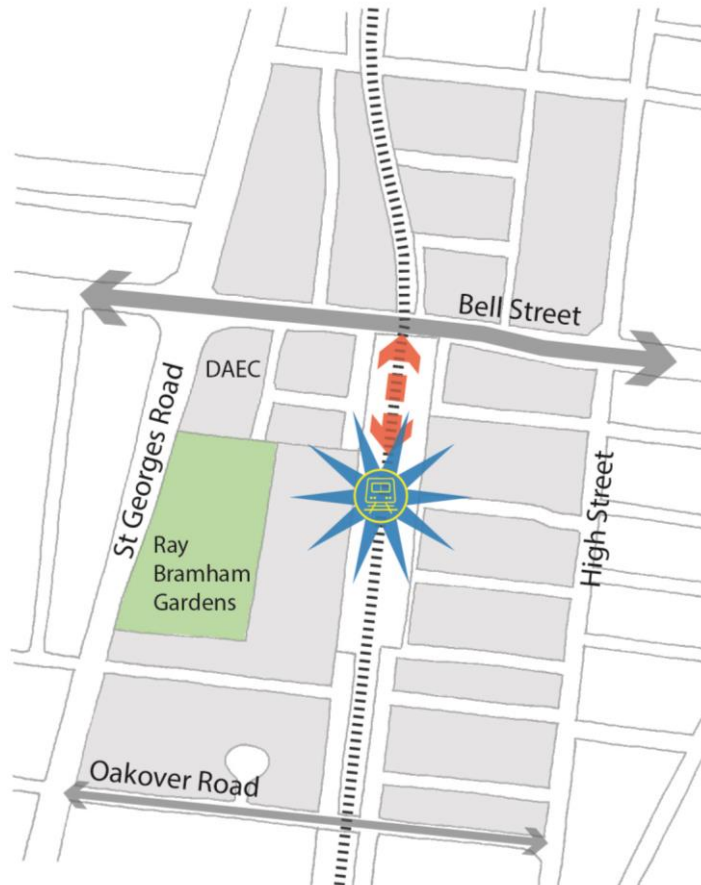
Bell Station functions as a transit arrival point for journeys to Melbourne Polytechnic, Darebin Arts and Entertainment Centre (DAEC) and other public transport services on Bell Street, Plenty Road / High Street and St Georges Road. The width of Bell Street and associated traffic volume creates a significant edge condition, which acts as a boundary for people to access Bell Station from the north side of Bell Street. Similarly, St Georges Road to the west of the Bell Station serves as another boundary, with poor connectivity and amenity for pedestrians from west (St Georges Rd) and East (to Plenty Road / High Street).

Bell Station primarily services a growing residential community to the immediate south in the Junction urban renewal area ('the Junction'). Since 1999, the Junction has evolved from an industrial precinct with a light manufacturing focus, to a substantial residential area. By 2031, the Junction is expected to accommodate 5500 more dwellings in apartment format, with a substantial population increase. This growth in the community has resulted in significant growth in patronage at Bell Station, with a 60% increase in patronage between 2005 and 2011. There are opportunities through this project to harness the growth in the surrounding precinct to deliver integrated development outcomes at Bell Station that would improve land utilisation.

Council, through its adopted *Junction Urban Master Plan* (JUMP, 2014) is investing in the public realm around Bell Station to improve the amenity to ensure it is consistent with the emerging residential and mixed-use identity of the area and the expectations of the growing community. This project presents an opportunity to build on Council's recent investments in the public realm and identity for the precinct through targeted improvements to safety, station connectivity, public amenity and vegetation.

3. Urban Design Principles

1. Produce a distinctive, high quality outcome



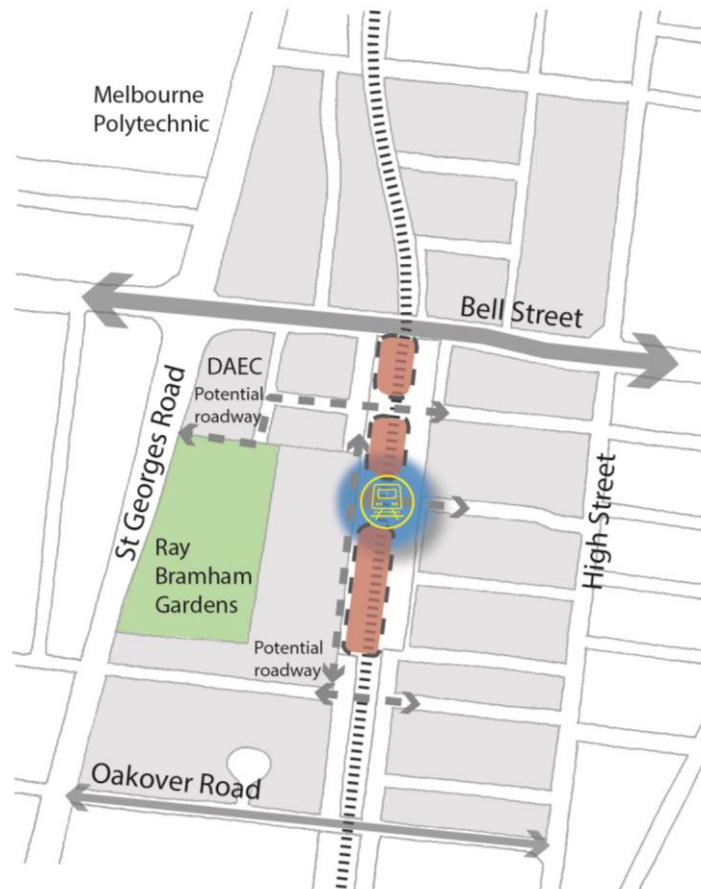
- To help drive renewal in the Junction precinct and South Preston through the creation of a distinctive and high quality station precinct and surrounds.
- To establish a new standard for public amenity within the station precinct and surrounds, consistent with the vision outlined in the *Junction Urban Area Master Plan (2014)*.
- To create a positive and distinctive first impression for transit arrivals and departures at Bell Station.
- To acknowledge the statement of significance for *Heritage Overlay: HO295 Whittlesea Railway Precinct* which includes the original Bell Station, in any station redevelopment.
- To implement actions in the *City of Darebin GreenStreets Streetscape Strategy 2012-2020*; *Darebin Open Space Strategy 2007-2017* and *City of Darebin Urban Forest Strategy 2013-2028*.

2. Create a legible station precinct



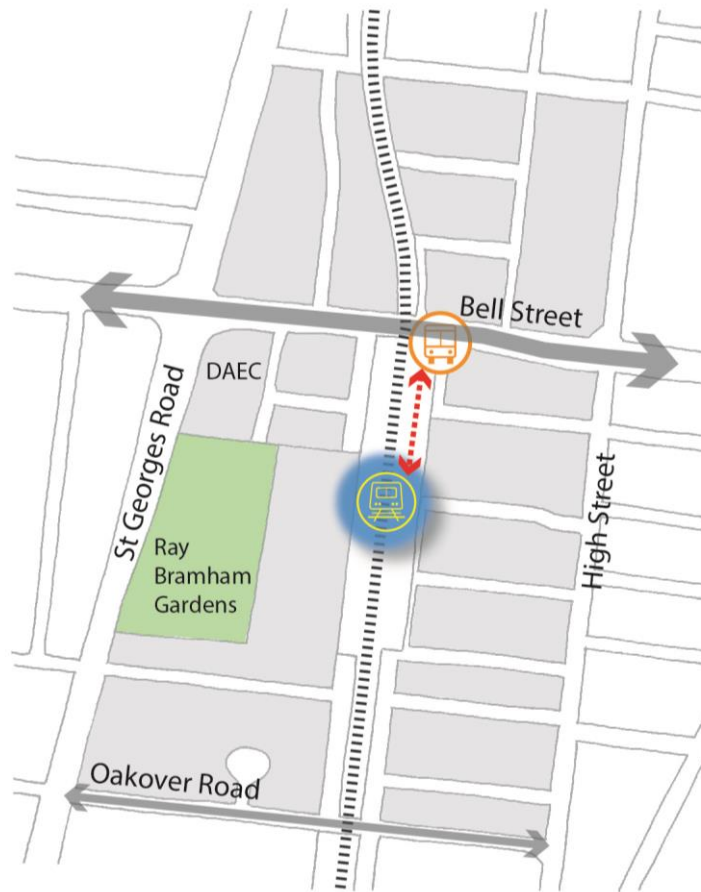
- To ensure that the station precinct provides a legible layout.
- To provide signage and wayfinding to local destinations from Bell Station namely DAEC, Ray Bramham Gardens, Melbourne Polytechnic and the Junction precinct.
- To ensure the new station entry and associated forecourt are easily accessible from Bell Street and from the surrounding neighbourhoods to the south.
- To facilitate and improve direct connections to other transport modes, such as the bus interchange on Bell Street, and trams on Plenty Road / High Street and St Georges Road.

3. Optimise and future proof development potential



- To cater for anticipated increase in patronage at Bell Station and ensure the station precinct is future-proofed for this growth.
- To ensure pedestrian flows are designed to support active ground floor uses and enhance public safety.
- To ensure new infrastructure minimises the barrier effect on land use and development opportunities in the station precinct.
- To explore Transit-Oriented Development opportunities and facilitate a layout that supports the efficient development of resultant land parcels.
- To explore the reduction in reliance on car oriented transport within Transit-Oriented Development opportunities.
- To avoid a stand-alone railway station.
- To ensure surrounding key development parcels appropriately consider the renewed station precinct, providing improved interfaces and connectivity with VicTrack land, the station precinct and other future proposed developments.
- To ensure that development of the station precinct and environs maximises community benefit.

4. Create an integrated transport hub



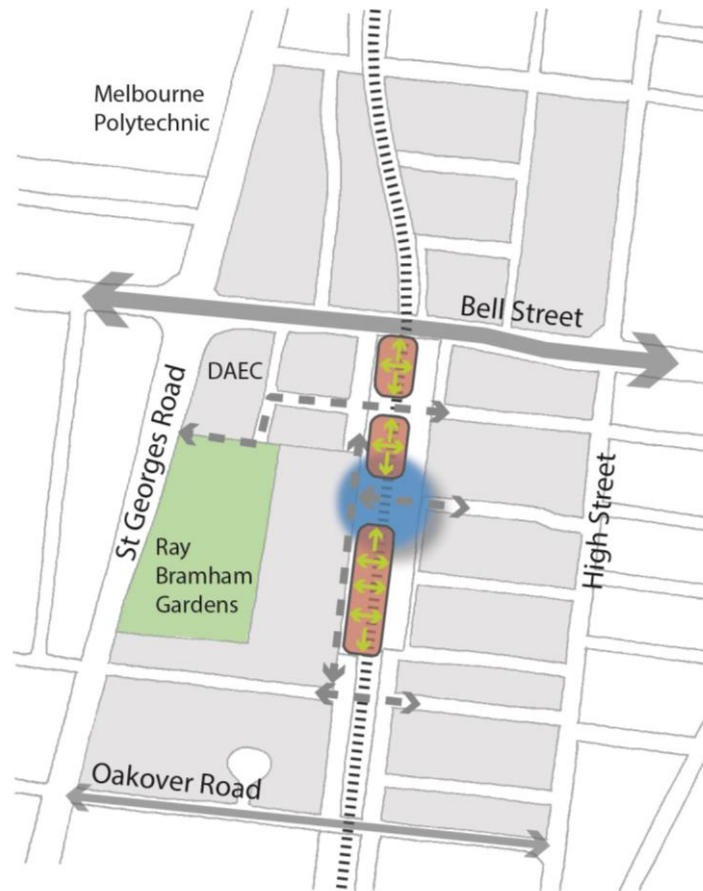
- To recognise opportunities for sustainable transport and enhance intermodal connections at Bell Station.
- To explore opportunities to accommodate an enhanced bus interchange proximate to the new station precinct, and to optimise bus efficiency.
- To facilitate bus priority in the area.
- To ensure the new station precinct provides secure and convenient cycle parking, both long and short term, that is easily locatable, and contributes to the quality of the public realm.
- To provide clear, direct and safe pedestrian movement between transport modes.
- To provide a new station precinct with clearly defined public spaces that optimise walkability and pedestrian comfort.

5. To minimise impacts on adjacent private property



- To ensure that new infrastructure minimises the visual impact of the rail corridor on its surroundings.
- To ensure that new infrastructure minimises the acoustic impacts of rail on the existing and future surrounding communities.
- To ensure the design and construction of new infrastructure is high quality, attractive and well-presented.
- To ensure the new station precinct provides appropriate interfaces to the surrounding neighbourhood.

6. Prioritise safety as a key design consideration



- To incorporate *Crime Prevention through Environmental Design (CPTED)* principles in the design of the station precinct and new infrastructure.
- To improve the safety and surveillance of Bell Station and connecting pedestrian routes.
- To ensure the public realm is designed to optimise natural surveillance, and incorporate quality lighting.
- To introduce new uses through the station precinct, including convenience retail and night time uses, which improve perceptions of safety.
- To ensure that safety is not reliant on the delivery of future development at a later date.

7. Retain, enhance and expand pedestrian linkages across road and rail corridor



- To ensure pedestrian connections from the station to Bell Street, High Street, St Georges Road and the local street network are direct, safe and legible.
- To improve amenity for pedestrians along routes to Bell Station from the south, east and west.
- To investigate and implement improvements to north–south pedestrian movement at Bell Station.
- To investigate opportunities for a shared path and pedestrian/cycle facilities along Railway Place East.



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Level Crossing Removal High Street, Reservoir Key Urban Design Principles

Darebin City Council
May 2016



1. Purpose

The following urban design principles have been developed by Darebin City Council to inform and influence the design process for the level crossing removal project at High Street, Reservoir. Based upon the Level Crossing Removal Authority's (LXRA) *Urban Design Framework*, the following principles are intended to produce the key urban design outcomes sought by Council for this project.

The principles will:

- ensure a consistent message from Council officers in terms of Council's expectations of the project;
- provide certainty to the LXRA project delivery team when negotiating urban design outcomes;
- provide a benchmark against which design proposals can be measured; and
- guide Council's decision for determining the most beneficial outcome for the community.

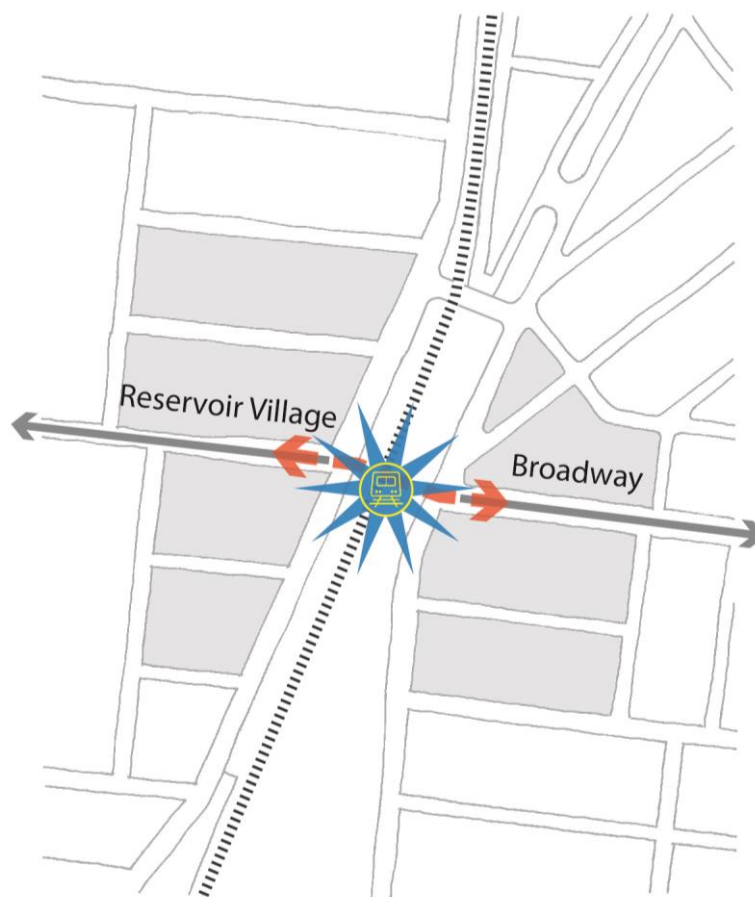
2. Site Context

The Reservoir Activity Centre is located 14km north of the CBD, and approximately 10km south of Melbourne's northern growth corridor. The South Morang train line and the major north-south arterial roads of Spring Street and High Street run through the centre, dividing it in two and creating the separate shopping areas of Reservoir Village and Broadway. The complexity of the roadways, and particularly the junction at the level-crossing to the north of Reservoir station, exacerbates the barrier effect of the road and rail infrastructure. The Reservoir Activity Centre currently fulfils only a neighbourhood role, providing for weekly food shopping, business and personal services. Without revitalisation, this role is likely to contract due to competition from larger regional centres.

The Reservoir Structure Plan (2012) provides the vision for the renewal of Reservoir's centre. This renewal is intended to be commercially led, with a substantial amount of retail floor area to be delivered, elevating Reservoir's role within Darebin's retail hierarchy. The proposed Central Heart precinct, created through grade separation of the train line and reconfiguration of the roadways, is intended as a new focus for Reservoir. This new precinct will help to unite the centre, creating large land parcels with opportunities for commercial development, public space and improved connectivity, and accommodating the most intensive development forms in the centre. A substantial scale of change is expected for this precinct.

3. Urban Design Principles

1. Produce a high quality outcome that supports the future vision for Reservoir



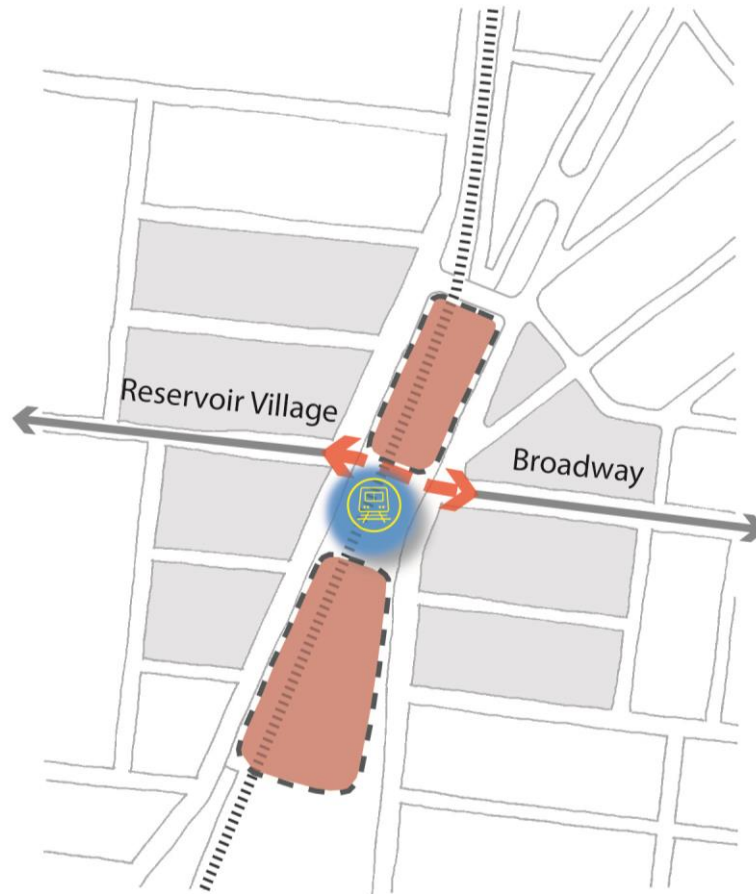
- To help drive the renewal of Reservoir by enabling the creation of the Central Heart precinct, a new focus for Reservoir which will incorporate the new station and facilities.
- To facilitate major retail and commercial land uses within the Central Heart precinct that support Reservoir's activity centre role, and which also may act as a catalyst in attracting additional future renewal projects.
- To better connect Reservoir Village and Broadway for all users, via new and improved linkages.
- To reinforce the character of Reservoir, ensuring that new development reflects its identity, whilst also positively challenging the status quo.
- To facilitate implementation of actions from the *Reservoir Streetscape Master Plan*; *GreenStreets Streetscape Strategy 2012-2020*; *Darebin Open Space Strategy*; and *City of Darebin Urban Forest Strategy 2013-2028*.

2. Create a legible station precinct



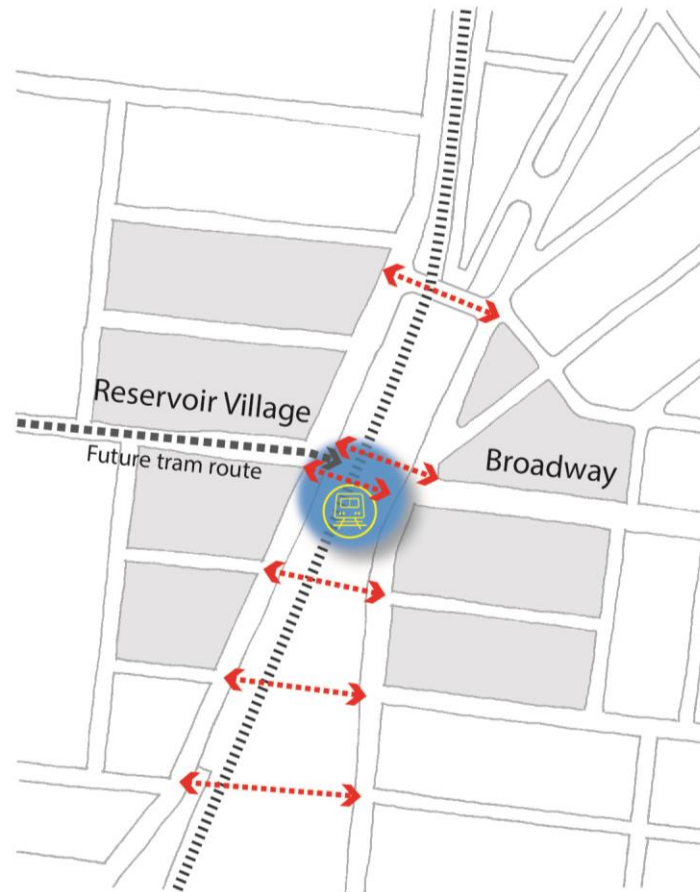
- To ensure the new station precinct is readily visible and accessible for pedestrians and cyclists, providing a good sense of arrival on Spring Street, High Street, Edwardes Street and Broadway.
- To integrate the bus interchange with the new station, creating an intermodal transport hub that provides for convenient and efficient connections.
- To ensure that the layout of the new station precinct also assists connectivity for pedestrians and cyclists between Reservoir Village and Broadway.
- To provide an intuitive and legible layout, with minimal reliance on signage for way-finding around the centre of Reservoir.

3. Optimise the potential enabled by the level crossing removal project for the renewal of Reservoir's centre



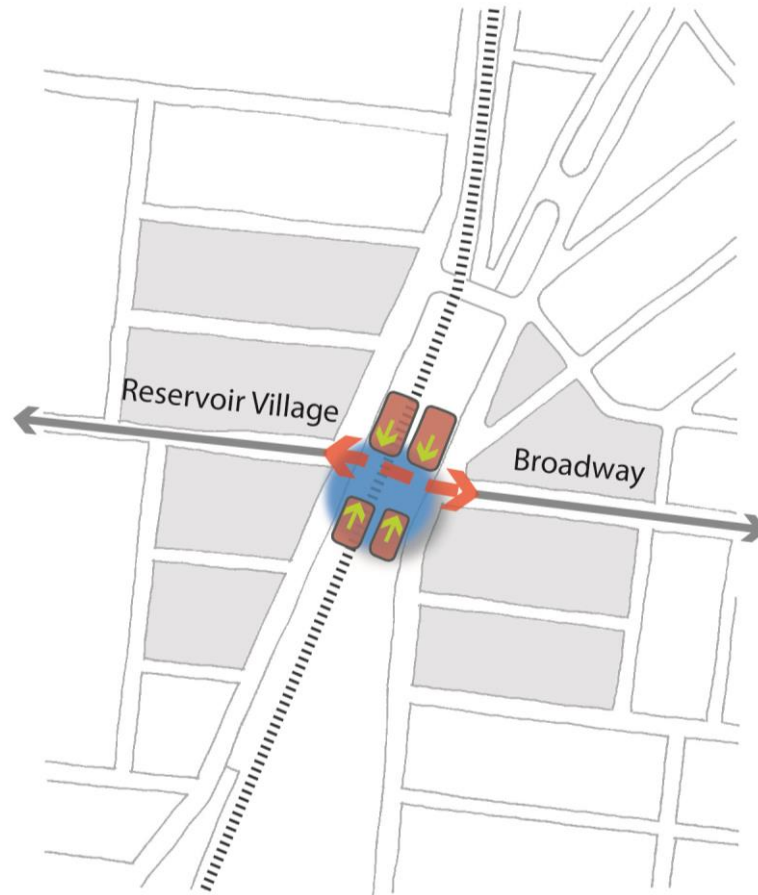
- To produce a layout that creates new land parcels, particularly large development sites that can accommodate major land uses in the Central Heart precinct.
- To avoid a stand-alone railway station.
- To ensure that development responds appropriately to the 'island site' context, with built form that is designed to be viewed from many vantage points.
- To produce a layout with pedestrian movement networks that support active ground floor uses.
- To ensure that new infrastructure allows for the passive provision of a 3rd rail track and platform.
- To safeguard the functioning and appearance of Reservoir's centre, whilst accommodating interim site conditions as development opportunities are realised.

4. Optimise amenity and convenience for pedestrians, cyclists and public transport users



- To provide for ease of movement through the new station precinct and beyond, via high quality public spaces that respond to desire lines.
- To provide a high level of amenity and comfort in and around the new station precinct, including weather protection, lighting and quality landscaping.
- To provide for direct pedestrian movement, minimising travel distances from the new station and bus interchange to surrounding streets, and to bus services that do not access the station bus interchange.
- To ensure the provision of secure and convenient cycle parking that is easily locatable, and contributes to the quality of the public realm.
- To allow for the potential future extension of the 11 tram route to be integrated within the new station precinct.

5. Prioritise safety as a key design consideration



- To incorporate *Crime Prevention Through Environmental Design* (CPTED) principles in the design of the station precinct and new infrastructure.
- To ensure the design of buildings and spaces optimises activity and passive surveillance in the new station precinct.
- To incorporate uses through the new station precinct that will extend activity through the day and evening.
- To minimise the potential for conflict between various modes of transport, prioritising safe and direct movement for pedestrians and cyclists around the new station precinct and the centre of Reservoir.

6. Improve connectivity through the centre of Reservoir for pedestrians, cyclists and vehicles



- To ensure that new infrastructure minimises any barrier effect on movement and development in the Central Heart precinct.
- To clearly define and prioritise the use of Spring Street / High Street North as the SmartRoads preferred traffic route for the use of non-local traffic.
- To recognise Cheddar Road and High Street South as local roads, primarily for vehicle trips with a local purpose.
- To ensure the Central Heart precinct is not isolated by roadways, with High Street South downgraded to provide greater local amenity and a minimum number of traffic lanes.
- To facilitate convenient pedestrian access, with signalised intersections incorporating pedestrian signals on all crossing points.
- To explore new road connections across the rail corridor, such as Howard Street / Viola Street and Delaware Street / Henty Street.
- To ensure connectivity for cyclists through the centre of Reservoir, linking the off-road shared paths on Cheddar Road to the north and High Street to the south, through to Regent Station, and simplifying cycle connections to the east and west.
- To facilitate bus priority through the centre of Reservoir.

6.5 NORTHLAND URBAN RENEWAL PRECINCT – STEERING COMMITTEE REPORT

Author: Manager City Development

Reviewed By: Director Assets and Business Services

Report Background

This report provides an overview of the discussions from the Northland Urban Renewal Precinct Steering Committee meeting held on 23 February 2016. It contains a number of recommendations to Council for endorsement as per the Terms of Reference July 2014.

Previous Council Resolutions

At its meeting on 7 July 2014 Council resolved:

That Council:

- (1) *Endorse the Priorities and the Northland Urban Renewal Precinct work program for 2014/2015, attached as Appendix A to this report, which will guide the allocation of resources and funding.*
- (2) *Note that the governance structure and Terms of Reference, attached as Appendix C to this report, have been revised to meet the Joint Community Infrastructure Plan funding agreement requirements.*
- (3) *Endorse the revised Steering Committee structure in the officers report with the addition of one additional member position to represent the Community Housing sector.*
- (4) *Endorse the revised Terms of Reference 2014/2015, attached as Appendix C to this report, as the operational guide for the Steering Committee over the next 12 months.*
- (5) *Invite new members onto the Committee, as per the Terms of Reference (Appendix C) to ensure a wide spread representation is achieved.*
- (6) *Note a further report will be presented to Council on the potential for establishing a Development Advisory Group with new Terms of Reference, as a forum to provide private sector and Development industry views to the Steering Committee.'*

At its meeting 7 September 2015 Council resolved:

That Council:

- (1) *Reaffirms its commitment to the La Trobe National Employment and Innovation Cluster in Melbourne's north, and the integral role of the Northland Urban Renewal Plan (NURP).*
- (2) *Resolves to receive a report as part of the 2016/2017 budget process on the fast tracking of NURP in the next 1, 2 and 5 years. The report may cover, but not confine itself to the following:*
 - a. *Economic Development and job growth*
 - b. *Dwelling and accommodation options including social and affordable housing*
 - c. *Best practice environmental urban renewal principles*
 - d. *Lobbying and advocacy plan for external sources of funding.'*

Previous Briefing(s)

- 7 July 2014 – Council Meeting
- 10 March 2015 – Council Briefing
- 23 February 2016 – Steering Committee Meeting
- 7 March 2016 – Council Briefing

Council Plan Goal/Endorsed Strategy

Goal 1 - A Vibrant City and Innovative Economy

Summary

The NURP Steering Committee met on 23 February 2016 to review in detail the progress of various Foundation Phase projects for the Northland Urban Renewal Precinct program. The Committee has made a number recommendations to Council regarding the 2016/2017 priorities and work program as per the Terms of Reference.

Recommendation

That Council:

- (1) Endorse the proposed minor changes to the Terms of Reference for the Steering Committee attached as **Appendix A** to this report.
- (2) Officers proceed with an Expressions of Interest process for Community and Development Specialists representatives.
- (3) Endorse the NURP priorities and work program attached as **Appendix B** to this report.
- (4) Support in-principle the draft T.W. Blake Renewal Concept Plan attached as **Appendix C** to this report as the basis for consultation with the community and users and any external funding applications.
- (5) Consider the NURP Water Sensitive Urban Design bid as part of the 2016/2017 budget considerations.
- (6) Notes the concerns raised by the Northern College of Arts and Technology (NCAT) regarding the location of the proposed skate park as part of the sports and youth precinct of the T.W. Blake Community Park.
- (7) Note the limitations of the existing transport network to cater for significant additional traffic and endorse the break with a business as usual approach to the Transport and Movement Strategy as contained within the Steering Committee Overview Presentation attached as **Appendix E**.
- (8) Investigate how to proactively achieve a significant shift to walking, cycling and public transport trips with the using a Travel Demand Management approach.
- (9) Endorse Officers participation in a planning and design forum to ensure the outcomes for the catalyst site at 73 Gower Street are aligned with the NURP Vision and Council's Development expectations.
- (10) Support in-principle Officers working with the consultant team for 73 Gower Street to progress the drafting of the Memorandum of Understanding and bring this back to the Steering Committee for consideration.

Introduction

Steering Committee Membership

Membership of the Committee is still being finalised. Several government agencies are yet to confirm a representative for the Committee. Work has commenced in relation to securing community and Development industry representatives. New members will be invited to the next meeting scheduled for July 2016.

Foundation Phase projects

A Framework and Transport Plan has been prepared to show the distribution of different land uses and the main structural elements (see **Appendix D**). An overview of the 18 projects that make up the NURP work program was provided. Projects considered at the meeting included:

- *T.W. Blake Community Park Concept Plan;*
- *NURP Transport and Movement Strategy;*
- *Catalyst Site – 73 Gower Street; and*
- *The Joint Community Infrastructure Plan.*

This work continues in the 2016/2017 work program and will ensure all aspirations are defensible and hold up to external scrutiny.

Other Foundation Phase projects to be completed over the next 18 months include:

- *Economic Development and Employment Study;*
- *Light Rail/Tram Pre-feasibility Study;*
- *Housing Implementation Strategy;*
- *Public Realm Strategy; and*
- *Urban Design and Development Code.*

These projects will feed into the Structure Plan and will subsequently inform a suite of planning controls to be incorporated into the Darebin Planning Scheme through a Planning Scheme Amendment. The success of the amendment relies on Council presenting a comprehensive and rigorous case to support its position. The suite of projects prepared as part of the Foundation Phase will support Council at a future Panel hearing to strategically justify the basis of this work.

Council has been successful in several instances where a substantial body of work/evidence was prepared in support of Council's position. This is especially true in circumstances where Council is trying to introduce new and innovative elements to the Planning Scheme. This comprehensive approach for NURP is supported by the MPA through their participation in several projects and the exchange of core information and is akin to the methodology undertaken by other local government agencies.

In addition to the Structure Plan and the regulatory framework that will be set out in the Planning Scheme there will be a series of other work program projects required to achieve the overall vision. The Renewal Strategy will include all the non-regulatory strategies and actions that will further assist in the implementation of the Concept Plan.

NURP Priorities

The following 2015 – 2017 work program priorities to guide the work program over the next 18 months have been endorsed by the Steering Committee:

1. Advocacy and promotions;
2. Sound design concept foundation;
3. Working in partnership;
4. Engagement; and;
5. New delivery models and innovation.

Long Term NURP Work Program

The Council has requested an overview of the NURP Program that shows the various stages for the next five years. Table 1 shows a staged approach to the implementation of the Structure Plan in the planning scheme and non-regulatory actions over this period.

Table 1 – Five year work program

<i>Five year plan for NURP</i>	2014	2015	2015	2016	2016	2017	2017	2018	2018	2019	2019	2020	2020	2021
			Year 1	Year 2		Year 3		Year 4		Year 5				
Background Phase														
Foundation Projects														
Strategy consolidation														
Structure Plan PSA Stage 1														
Stage 1 Project implementation														
MPA Framework Plan Prep														
MPA Framework Plan PSA														
Rezoning and DCP Prep Stage 2														
Rezoning and DCP PSA Stage 2														

Financial and Resource Implications

NURP Funding approach

Where possible NURP projects have been structured to utilise partnerships and share the funding of projects. The JCIP project is an example of multiple project partners each contributing to a common outcome that has a greater value than its component parts.

There is potential to generate enough income to offset the bulk of the upfront infrastructure provision costs through detailed planning in advance of any land use rezonings. Several Foundation Phase projects and proposed 2016/2017 projects have been planned to be delivered at a sufficient detail to inform the preparation of an Infrastructure Plan and Contribution Levy.

Risk Management

During this Foundation Phase of the work program there are a relatively few risks and the intent of this extended planning phase is to ensure the implementation of the concept plan has been well considered and is delivered smoothly. The greatest risk at this phase is the loss of momentum if projects are not fully resourced or if priorities change mid-project.

There is some short term Development pressure which could see different sites redeveloped for low employment density uses with long leases. This will inhibit change and could dilute the implementation Council's vision.

Policy Implications

Economic Development

The delivery of the NURP work program 2015 – 2017 contributes to achieving multiple Council goals. It will attract investment and employment generation through changing land use controls to allow for a greater mix of uses at an increase in job density.

Environmental Sustainability

The NURP program of projects seeks to maintain and enhance the long term environmental sustainability of the Precinct via a number of strategies including embedding One Planet Principles and ESD controls in the planning scheme. This will ensure private Development adopts best practice design and construction approaches.

Human Rights, Equity and Inclusion

The City of Darebin aspires to develop a physical, social and economic environment that supports and enhances the health and wellbeing of Darebin residents and will strive for a just and inclusive community that feels connected and a sense of place that is valued.

Other

There are no other impacts related to this report.

Future Actions

Provide an update of progress regarding NURP projects to the next Steering Committee meeting scheduled for July 2016.

Consultation and Advocacy

The MPA has commenced a consultation with business process that will run until the end of July 2016. The MPA have previously briefed the Council on the overarching principles that will be included in the Cluster Framework Plan. The following internal and external organisations consulted:

- Steering Committee
- Metropolitan Planning Authority
- Department of Health and Human Services (DHHS)
- Metropolitan Planning Authority (MPA)
- Department of Environment, Land, Water and Planning (DELWP)
- Banyule City Council
- La Trobe University

Council

- Executive Management Team
- Project Management Office
- Sustainable Transport Strategy
- Business Economic Development
- Environment and Natural Resources
- Creative Culture
- Leisure and Public Realm
- Assets and Properties
- Statutory Planning
- Major Projects and Infrastructure
- Communication and Marketing

Related Documents

- Steering Committee Terms of Reference (**Appendix A**)
- NURP Work Program 2016 – 2017 Priorities (**Appendix B**)
- Draft T.W. Blake Community Park Concept Plan (**Appendix C**)
- NURP Framework and Transport Plan (**Appendix D**)
- Steering Committee Overview Presentation (**Appendix E**)
- NURP Concept Plan V4 – adopted 16 March 2015
- One Planet Framework Principles
- Council Minutes – 7 July 2014 and 7 September 2015

Disclosure of Interest

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

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



Northland Urban Renewal Precinct
(and Joint Community Infrastructure Plan)
Steering Committee

TERMS OF REFERENCE

Adopted by Darebin Council 07 July 2014
Updated January 2016

Northland Urban Renewal Precinct Steering Committee

TERMS OF REFERENCE

Statement of Purpose

The Northland Urban Renewal Precinct Steering Committee will work collectively to provide a clear direction for the efficient and timely delivery of the ongoing work program, including the Joint Community Infrastructure Plan project. The Committee will focus on the five priority areas of:

1. Advocacy and Promotion;
2. Sound Design Concept Foundation;
3. Working in Partnerships;
4. Engagement; and
5. New Delivery Models.

Membership

Membership of the Steering Committee has been determined through

- Approaches to identified organisations and individuals that are key stakeholders in the Northland Urban Renewal Precinct
- Responses to a publicly advertised Expressions of Interest process

Members are appointed to represent the diversity of views of the Northland community on the basis of local knowledge and/or membership of local organisations.

Council aims to ensure that members are provided adequate time to review information prior to meetings.

It is expected that members who represent particular groups or organisations will provide specialist advice and share information with the Steering Committee to create a diverse range of views.

The Committee comprises of 18 members as follows:

- 3 x Darebin ward Councillors
- 2 x Banyule ward Councillors
- 2 x Council Directors (one from each Council)
- 2 x Institutional representative (La Trobe University and Northern College of Arts and Technology)
- 2 x Community representatives (one from Darebin and one from Banyule)
- 2 x Representatives with specialist development industry experience not directly involved in the Precinct
- 1 x Community Infrastructure (Health sector)
- 1 x MPA
- 1 x DELWP (Formerly DTPLI)
- 1 x DHHS (Housing)
- 1 x Project Manager

The Committee is able call on additional specific expertise or as required for a meeting or series of meetings should the need arise.

Secretariat services for the Steering Committee will be provided by the Strategic Planning Unit.

Chairpersons

The co-chair arrangement of rotating a Cazaly Ward Councillor is to be retained or to be supplemented by deputising the Darebin Director position to take this role if a Councillor is unavailable.

Quorum

There will be no quorum for meetings. Members present at meetings will make decisions and provide input. It is the responsibility of members to inform Council of their inability to attend and to convey their views about any matter on the agenda.

Attendance and replacement

Any member unable to attend three consecutive meetings without a reasonable excuse will be expected to resign from the Steering Committee.

Members are able to request a leave of absence from future meetings for a defined period.

The Committee will recommend replacement members to Darebin City Council from Expressions of Interest received or nominations sought. Recommendations will be based on the balance of skills, experience and expertise required by the Committee.

Objectives

- To provide advice in the form of recommendations to Council and partners parent organisations from the discussions and decisions of the Committee.
- To set a clear direction and priorities for the ongoing work program projects and ensure projects progress in an efficient and timely manner.
- To ensure the JCIP project is delivered according to the funding requirements.
- Ensure that engagement processes are undertaken to keep the community informed of individual project progress and that opportunities to participate and receive feedback from the various communities of interest, place and the future are created.

Key tasks

- Review discussion paper(s) circulated at least one week prior to each meeting.
- To provide feedback and guidance on topics and issues to progress the various projects and processes.
- Receive regular project updates and monitor progress.
- Request additional information or invite specialist advisors or community members to brief the Committee as required.
- Make decisions at significant milestones as identified in the project plan.
- Make recommendations to council and other partner parent organisations on actions to be taken

Term of the Steering Committee

A review of the Terms of Reference to be reviewed every twelve months to match the changing needs of the work program and stage of implementation

Meeting Schedule

The Steering Committee should meet bi-monthly.

Steering Committee meetings will otherwise be held to coincide with significant milestones in the project and will be scheduled as required.

Meetings will normally last for 2 hours and no new items will be accepted after this time.

Meetings will be open for members of the public to attend by arrangement with Councillors. The Co-chairs may, with the permission of the meeting, close any meeting or a part of any meeting to members of the public. The meeting schedule will be available to the public.

Decision Making Processes

Decision-making will be by consensus. This places responsibility on members to openly voice concerns or reservations about an issue before the Committee.

- Exceptions to consensus decisions will be recorded, particularly when the decision relates to a recommendation to Council.
- Similarly, if the Committee is unable to reach any level of consensus on any particular issue, this lack of consensus will also be recorded.
- In order to clearly discern the will of the meeting, the Co-chairs may, with the permission of the meeting, put any matter to a vote.
- The representative from the Department of Planning and Community Development will be exempt from the decision-making process, performing an advisory role only

Relationship with Darebin City Council

- The Steering Committee is an Advisory Committee of Council, which means that agreed positions of the Committee will be conveyed to Council in the form of recommendations for action.
- Recommendations supported by Council will become resolutions for action by officers
- The minutes of all meetings will be made available to Councillors and partner organisations.
- Recommendations from the Steering Committee will be reported to Council as a part of the normal reporting framework associated with the project.
- Public comment on behalf of the Steering Committee will need to adhere to Darebin council's media policy

Resourcing and Support

Up to four officers from the City of Darebin or City of Banyule will regularly attend meetings of the Steering Committee. The role of officers is to provide information, to resource and to support the group.

The City of Darebin will resource the Steering Committee by:

- Facilitating meeting processes and reports to Council;
- Taking and distributing minutes;
- Providing meeting venues and other facilities as required; and
- Providing accurate and relevant information on a regular basis

Overview

- A strong Vision has been established
- The Foundation Phase is nearing completion
- 2016/2017 Work Program is building on this Foundation Phase.

2016/2017 NURP Priorities

1. *Advocacy and Promotion*

- Council needs to continue promoting the NURP project more widely to lift its profile.
- A substantial amount of work has been happening behind the scenes and now we need to let people know about changes on the horizon.
- Need to look for opportunities to promote the good work of Darebin in forums with diverse audiences.
- See new initiative for advocacy and the development of a strategic brand and value proposition.
- A dedicated program webpage with interactive opportunities needs to be created.



2. *Sound Design Concept Foundation*

- Successful delivery of the Vision relies on a well-developed design concept, principles and its translation into the Darebin Planning Scheme via a Structure Plan.
- The NURP Concept Plan will be presented to the Office of Victorian Government Architect and refined in response to their feedback to gain high level support and ensure it is deliverable by the private sector.
- The Renewal Strategy and Foundation Phase projects will inform the Structure Plan and assist in identifying the right set of tools, including principles as well as controls to make sure the Vision and Council's strategic goals are achieved.

3. *Working in Partnerships*

- Darebin does not have the resources to deliver this significant project on its own.
- The best outcomes for the project will come from working in partnership with other key stakeholders
- MPA has a focus on the La Trobe National Employment and Innovation Cluster at a regional level
- Banyule shares a mutual municipal border and communities on both sides use each other's services. The Joint Community Infrastructure Plan (JCIP) is an example of both Councils working in partnership to identify new and more efficient ways for delivering community infrastructure and services in the future.

- Partnering with La Trobe University (a major employer within the city) opens up exciting new opportunities, including tapping into their substantial academic knowledge and resources.

4. Engagement

- Although NURP is a long term project it is important to bring our communities of interest, place and those who will be in the Precinct in the future, and stakeholders on the journey with us.
- This year we are exploring new avenues of communications to ensure that the community can easily access information about the project and be provided with opportunities to participate in shaping the outcomes.

5. New Delivery Models and Innovation

- Approaches previously used to deliver infrastructure and change by individual providers is seen as inefficient in times of scarce resources, we need to look to do things differently. A founding principle guiding the approach for this project is to break with “business-as-usual” approaches.
- The NURP Vision is a new concept and requires new and innovative approaches to break through barriers to deliver the Council’s desired outcomes.

Suggested Steering Committee recommendation to Council:

That Council:

Endorse these 2016/2017 NURP Priorities to guide the strategic work program for the coming financial year.



T.W. Blake Renewal Concept Plan Draft - August 2016

- to be read in conjunction with the T.W. Blake Renewal Concept Plan at A3



Plan Item #	Design Proposal Label	Design Proposal Description
1	Village Green	<p>The Village Green is the central focus of the reserve. It is a flexible open space for sports use (primarily cricket and soccer), for social use, for dog off leash exercise, and for informal recreation and events (e.g. markets, community open days, etc). The opportunities for social interactions are maintained, as the Village Green will be a place for meeting and building friendships.</p> <p>To provide a 'level' area on the western side of the Village Green, it is proposed to fill parts of this area using excavated material from the wetland corridor. (Currently, the western side comprises of an embankment which makes access difficult).</p> <p>The eastern side of the Village Green may need to be cut and could accommodate a 1.1ML underground water storage unit, part of the wetland/ bio-retention infrastructure that could also provide the reserve with an irrigation water supply.</p> <p>The size and land form of the Village Green will be confirmed during detailed design.</p>
2	Community Facility	<p>The community facility needs to be a flexible multi-purpose space. With an approximate first stage floor area of 600-850m², the facility could accommodate a variety of uses. As a first stage there should be provision for change rooms, public toilets, social spaces, meeting rooms and office space.</p> <p>This corner location was selected as a 'gateway site', an optimal location providing good access from Gower Street and adjacent parking as well as connections to public transport. Importantly, this location provides good visual connection to the reserve, with ideal northern orientation for any activity on the Village Green.</p> <p>Future expansion to the east would allow for integration into the NURP development zone, thereby creating a larger community 'hub' in the future, which may incorporate private sector services and commercial / retail / recreational uses.</p> <p>It is important that the character of any built form creates a distinct aesthetic, informing the urban character of the reserve.</p>
3	Amphitheatre	<p>The amphitheatre is located to take advantage of the natural topography of the reserve, with excellent views to the north and east. This location also provides good access from Gower Street and adjacent parking, as well as strong visual connections and optimal orientation for viewing any activity on the Village Green.</p> <p>The amphitheatre can be a space for both organised and informal uses, with flexibility for a diversity of event type and scale. It will also provide an alternate 'venue' space to the community facility. Built form associated with the amphitheatre should reflect the aesthetic of the community facility and other structures, such as the amenities and shelters. All built form will then have a distinct quality, providing an identifiable character for the reserve.</p>

T.W. Blake Renewal Concept Plan Draft - August 2016
- to be read in conjunction with the T.W. Blake Renewal Concept Plan at A3

Plan Item #	Design Proposal Label	Design Proposal Description
4	Wetland/ BioRetention (or similar) Water Management System	<p>The need to incorporate flood mitigation measures in the reserve is identified in existing Council strategies (the Darebin Water Strategy, the Northland PAA Redevelopment IWCM Scheme).</p> <p>The proposal to develop a wetland corridor will 'future proof' the neighbourhood against flooding incidents.</p> <p>Importantly, the system will provide an urban ecosystem and habitat corridor, transforming the character of the reserve and providing a focus for play and recreation, and creating an inviting environment for picnics and BBQs.</p> <p>A future connection to Darebin Creek can be achieved by extending the wetland corridor via a linear reserve through the future NURP development to the east. The scale and extent of the system is indicative, as it will be subject to future detailed design based on flood modeling and provision of new stormwater infrastructure.</p>
5	Landscape Character	<p>The value of the reserve as a 'green oasis' will be preserved and enhanced through significant revegetation. Council's Urban Forest Strategy supports opportunities to green open space and streets in the Darebin municipality.</p> <p>Within the total reserve area of approximately 6.1 Ha, up to 3.5 Ha of this area can be revegetated with canopy tree planting, wetland planting, garden planting, street trees, and rain gardens (excludes the active recreation and open space areas, facilities and infrastructure).</p> <p>This significant benefits of this include:</p> <ul style="list-style-type: none"> ▪ an enhanced landscape, providing a distinct character and added diversity to the landscape character of the reserve ▪ increased environmental values and promoting bio diversity ▪ a direct and cost effective means of changing the character and amenity of the reserve ▪ opportunities for nature based play ▪ increased amenity – shade, shelter, emotional responses ▪ microclimate influences (i.e. reduced urban heat loads, reduced local temperatures) ▪ increased potential for fauna activity.
6	Passive Open Space / Dog Off Leash	<p>Provision of flexible open space allows for a mix of active and passive recreation uses, maximising usage of the reserve. Rather than a single sporting use there will be more effective multiuse activities, such as family and leisure activities, ball play, kite flying, casual sports, social 'pick-up games' sports, and walking areas.</p> <p>The reserve is currently a nominated dog off leash area and the draft concept proposes to maintain this status. Improvements for dog walkers will come via provision of more paths and connections. It is proposed that The Track be lit to extend walking times and contribute to personal safety and security. Additional seating, bins, and drinking fountains (with dog bowls) will also be provided.</p> <p>The introduction of new uses in the reserve will require that off leash areas are defined, as dogs will not be permitted in certain areas (Darebin City Council nominates these as 'environmentally sensitive areas', i.e. within 5 metres of any playspace or BBQ, shared trail, or within sporting areas during times of organised play).</p>

T.W. Blake Renewal Concept Plan Draft - August 2016
- to be read in conjunction with the T.W. Blake Renewal Concept Plan at A3

Plan Item #	Design Proposal Label	Design Proposal Description
7	Picnic Areas/ Park Infrastructure	<p>A number of picnic areas are proposed, allowing choice of location for passive and active reserve users. To increase the amenity of the park and support the range of new activities, park infrastructure will be required including:</p> <ul style="list-style-type: none"> ▪ drinking fountains with dog bowls; water bottle refill stations at fitness stations and activity areas ▪ park furniture, such as seating, picnic tables, bicycle rails, rubbish and recycle bins, and dog bag dispensers ▪ BBQ's, as part of new picnic zones ▪ signage – way finding, directional, use of the reserve ▪ lighting to key zones, buildings and the Track pathway as the primary pedestrian route.
General	Art Opportunities	<p>There are many opportunities to incorporate art into the reserve. Artwork may include individual commissioned pieces, or include artists in the detailed design process so that an artist's perspective is inherent in the reserve design. Examples of this may include:</p> <ul style="list-style-type: none"> ▪ expression of cultural heritage ▪ the forms, shapes, and colours included in the play space and skate area ▪ the form of the wetland and boardwalks, and balustrades ▪ the design of shelters and buildings ▪ signage ▪ custom furniture pieces.
8	Amenities Building/ Shelters	<p>An amenities building is proposed on the Murray Road frontage of the reserve, providing public toilets/ change rooms/ storage and a shelter. This building may also serve as a marker for the reserve, as part of the Murray Road address. The character of this facility should be consistent with other built form in the reserve.</p> <p>Other shelters should be provided at key activity zones and picnic areas.</p>
9	Multi-Use Sports Precinct	<p>This space is aimed at supporting more intensive use of the reserve in the future, providing one 'footprint' for multiple recreation activities. As a flexible active area, it will provide opportunities for a variety of sports/ games. Half-court basketball and futsal may be primary uses, but line marking may also provide for downball and non-standard netball, tennis and volleyball.</p> <p>The variety of uses is intended to encourage intergenerational participation, providing opportunities for children, young people and adults to participate.</p> <p>The multi-use sports area has been located for its close connections to other recreation spaces, as well as proximity to public transport. Its proximity to Murray Road is to enable the precinct to benefit from the passive surveillance that an active road can provide.</p>

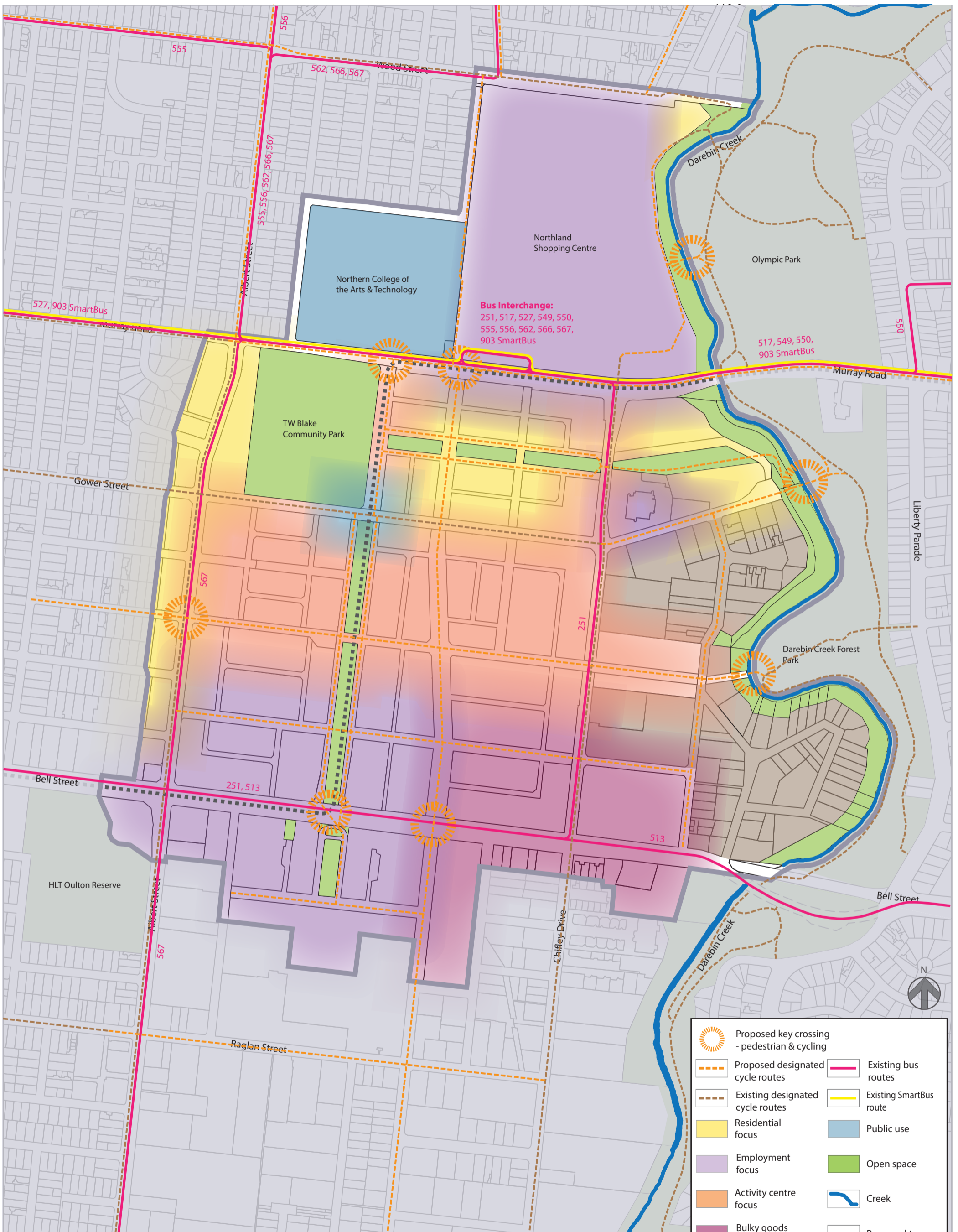
T.W. Blake Renewal Concept Plan Draft - August 2016
- to be read in conjunction with the T.W. Blake Renewal Concept Plan at A3

Plan Item #	Design Proposal Label	Design Proposal Description
10	Skate Precinct	<p>The provision of a skate supports the historic demand for a skate park in Preston East. A regional scale skate precinct, with opportunities for different styles of skating and bike riding, will meet the needs of a future dense population, and provide opportunities for intergenerational use and participation.</p> <p>The skate precinct has been located for its close connections to other recreation spaces, as well as proximity to public transport. Its proximity to Murray Road is to enable the facility to benefit from the passive surveillance that an active road can provide.</p>
11	Play Space	<p>This large play space is proposed to provide diversity and play choice, supporting the differing recreational needs of a dense future population, with opportunities for intergenerational use (children, youth, younger adults) and participation. A mix of active and passive play spaces will promote imagination, spontaneity, freedom and wellbeing.</p> <p>The play space will combine natural elements and planting, with play elements encouraging nature based play and creativity in experiencing a variety of uses and environments.</p> <p>Equipment for a range of ages may include slides and/or a flying fox on a spiral mound, climbing nets, swings, and motion pieces. Nature based play experiences may include digging patches, logs and rocks, and sensory gardens. Incorporating a splash pad as a focus for play, will be a major draw card for the play area.</p>
12	The Track	<p>The original Harness Racing Track is proposed to be retained in its current location, providing a perimeter track for walking, cycling and children's bike riding. Retaining the Track not only maintains a connection with the history of the reserve, but maintains one of the key use elements in the reserve.</p> <p>Upgrades and minor modifications to the Track will be required to drainage and cross falls with some adjustments to the width also required to reinstate its original geometry. The existing railing fence will be removed as will the horse stalls.</p>
13	Outdoor Gym / Fitness Stations	<p>Fitness stations around The Track will provide more opportunities for active recreation for all ages and abilities in the reserve. Onsite equipment provides free outdoor alternatives to gyms, and are activities not reliant on personal equipment.</p>
14	Murray Road	<p>Murray Road is a declared arterial road, managed by Vic Roads. The section fronting the reserve carries considerable traffic, feeding into and out of Northland, and providing an important east-west crossing of Darebin Creek.</p> <p>The road is 5–6 lanes wide in front of the reserve. Pedestrian crossing points are provided at Albert Street and the Northland car park entrance, however, are not direct links to the reserve. Proposals for greening and enhancing the section of Murray Road in front of the reserve include reducing the width, with streetscape improvements via tree planting and a central grassed median.</p> <p>On the reserve side, the footpath can be widened and brought into the reserve, changing the experience for pedestrians from 'road side' to 'park'. Parallel parking can be introduced inside the bicycle lane, with tree planting and WSUD measures.</p> <p>Any opportunities for enhancing Murray Road will require further consultation with Vic Roads.</p>
15	Off Street Parking	<p>Consideration should be given to providing some off-street parking along Murray Road to serve the northern play and recreation spaces. Parking could also be included as part of the future light rail corridor, in lieu of on-street parking on Murray Road.</p>

T.W. Blake Renewal Concept Plan Draft - August 2016
- to be read in conjunction with the T.W. Blake Renewal Concept Plan at A3

Plan Item #	Design Proposal Label	Design Proposal Description
16	Gower Street	<p>Gower Street is the preferred access point for vehicles, as it is 'quieter' than Murray Road, carries less traffic, and has only one lane of traffic in each direction. There are existing bicycle lanes and parking lanes on both sides of Gower Street.</p> <p>Gower Street is currently used as the main access to the reserve and most reserve users park here, so the patterns of existing use will be maintained.</p> <p>Provision of 90 degree car parking on Gower Street, as a change from the existing parallel parking, will increase parking numbers. Tree planting and WSUD rain gardens can be incorporated into the parking area. The bicycle lane could be relocated in front of the parking area, to avoid conflict between bike users and reversing vehicles.</p>
17	Future Light Rail Corridor	<p>The rail corridor is a future proposal within the NURP development to facilitate movement via public transport as a preference to private car use.</p> <p>There is potential for the corridor to be integrated with the reserve open space and the community precinct so that it is perceived as a 'seamless' green corridor or plaza space.</p>
General	Sustainability and Technology	<p>In planning for the future, development of the reserve needs to embrace principles for sustainable use as well as current technologies in anticipation of future trends.</p> <p>Consideration should be given to provision of the following as part of the amenities and infrastructure to be developed at the reserve:</p> <ul style="list-style-type: none"> ▪ electronic media (e.g. signage, event screens, play elements, and site apps) ▪ recycling; re-use schemes ▪ WIFI/ charging stations ▪ bike share/ hire scheme ▪ low energy use lighting; solar powered lighting ▪ ESD initiatives included in buildings ▪ recycled water infrastructure for building usage and irrigation ▪ rainwater water run-off harvesting, re-use and storage ▪ warm season, drought resistant turf species; use of synthetic grass surfaces ▪ plant selection suitable for location, local environment.

Note: For detailed needs and impact analysis and design rationale please see the *T.W. Blake Renewal Concept Plan Draft Report V5 - September 2016*.



Northland Urban Renewal Precinct

• Framework and Transport Plan

14/12/2015



	Proposed key crossing - pedestrian & cycling		Existing bus routes
	Proposed designated cycle routes		Existing SmartBus route
	Existing designated cycle routes		Public use
	Residential focus		Open space
	Employment focus		Creek
	Activity centre focus		Proposed tram
	Bulky goods focus		NURP Core area
	Existing industrial		

0 100m 200m 400m

1 : 6000 at A3

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APPENDIX E

**Steering Committee
February 2016**

Northland Urban Renewal Precinct

Priorities and Work Program

Northland Urban Renewal Precinct

Priorities for 2016/2017

Overview

- A strong Vision has been established
- The Foundation Phase is nearing completion
- 2016/2017 Work Program is building on Foundation Phase.

- **Advocacy and Promotion**
- **Sound Design Concept**
- **Foundation**
- **Working in Partnerships**
- **Engagement**
- **New Delivery Models and Innovation**



Program Timetable

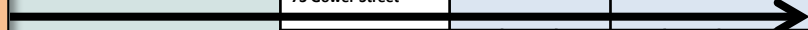
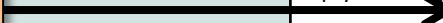
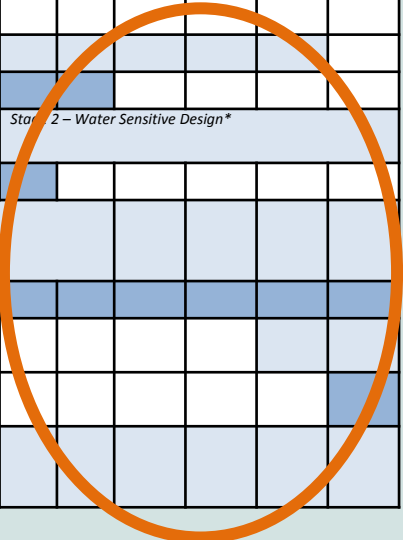
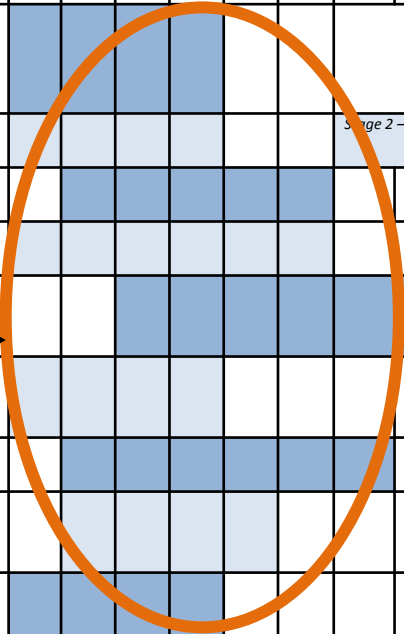
Northland Urban Renewal Precinct

Program Timetable

Foundation Phase Projects

Structure Plan Implementation Phase

	2016												2017
	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	JANUARY
Complete Foundation Phase and commence Planning Scheme amendment													
Design and Environmental Performance Modelling	█	█	█	█									
Joint Community Infrastructure Plan								Stage 2 – Implementation*					
Light Rail/Tram Pre-feasibility Study		█	█	█	█	█							
NURP Transport and Movement Strategy		█	█	█	█	█							
Economic Development and Employment Strategy			█	█	█	█	█	█					
NURP Housing Implementation Strategy		█	█	█	█	█							
Public Realm and Open Space Strategy		█	█	█	█	█	█						
ESD Strategy – One Planet Framework Principles		█	█	█	█	█							
Office of Victorian Government Design Review Panel	█	█	█	█	█	█							
Structure Plan*													
Design Code*													
TW Blake Community Park Concept Plan	Concept Plan							Stage 2 – Water Sensitive Design*					
Steering Committee		█											
Development Facilitation 73 Gower Street	Planning and Design Forum		Draft Master Plan										
NURP Advocacy*													
Infrastructure Plan and DCP*													
NURP Planning Scheme Amendment*													
Cluster Framework and Infrastructure Plans (MPA)													

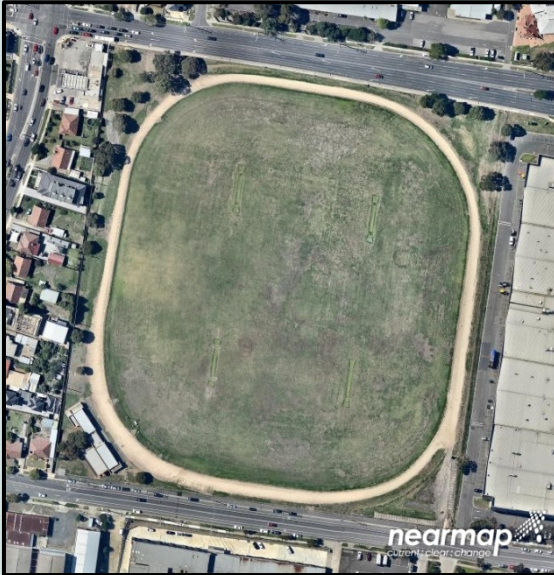


T.W. Blake Community Park

Northland Urban Renewal Precinct

T.W. Blake Community Park

A Concept Plan Draft



Purpose and Needs Assessment



- Significant increase in urban density, the value of and need for quality open space increases
- T.W. Blake Park is a space that will serve a diverse community over time
- East Preston is currently underserviced with quality open space
- Needs to cater for significant population growth (approx. 10,000 to 15,000 new residents by 2035-2050)
- Council strategies and studies identify the need to upgrade and create a civic focus for NURP
- Policy context, Council Units, local stakeholders and nearby residents via mail out and drop-in session

Concept Plan Draft

- Aim is to activate the Reserve and create a multi-functional, inclusive space for a range of users
- Fulfil recreational, leisure, civic and environmental objectives

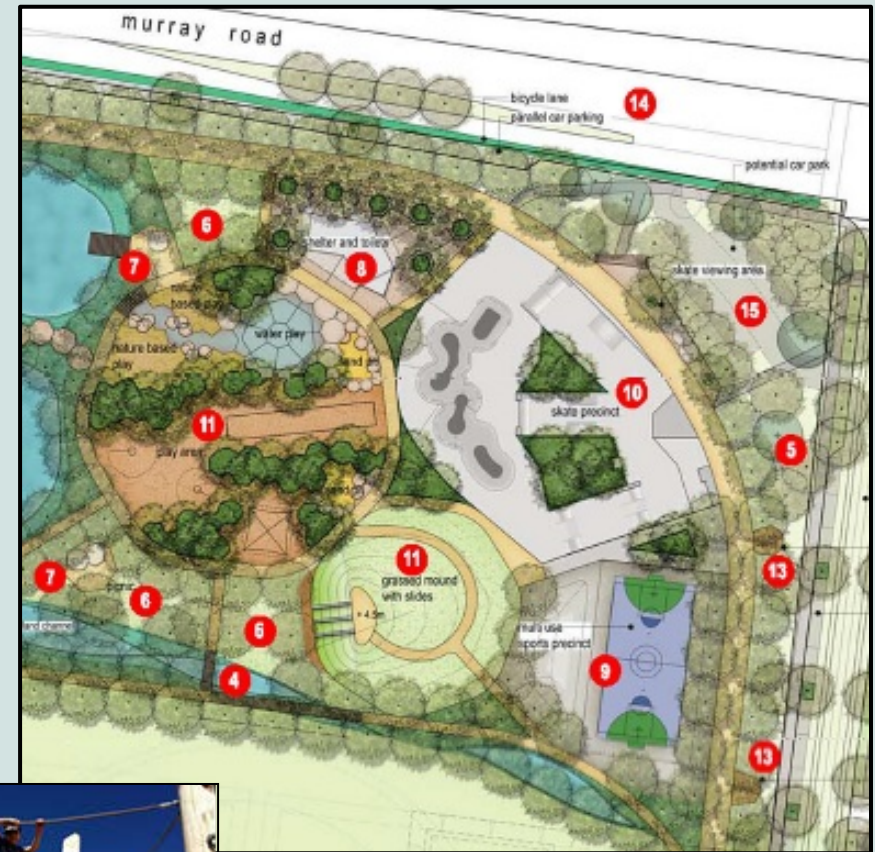


Concept Plan Draft — Main Components

4 main components
(exact content TBC):

1. Play Precinct, e.g.:

- Nature-based play
- Multi-use outdoor court
- Family rest area
- BMX/skate park



Concept Plan Draft — Main Components

2. Village Green, e.g.:

- Community room
- Club space and shared kitchen
- Senior and junior oval (multi-use)
- Potential commercial tenant



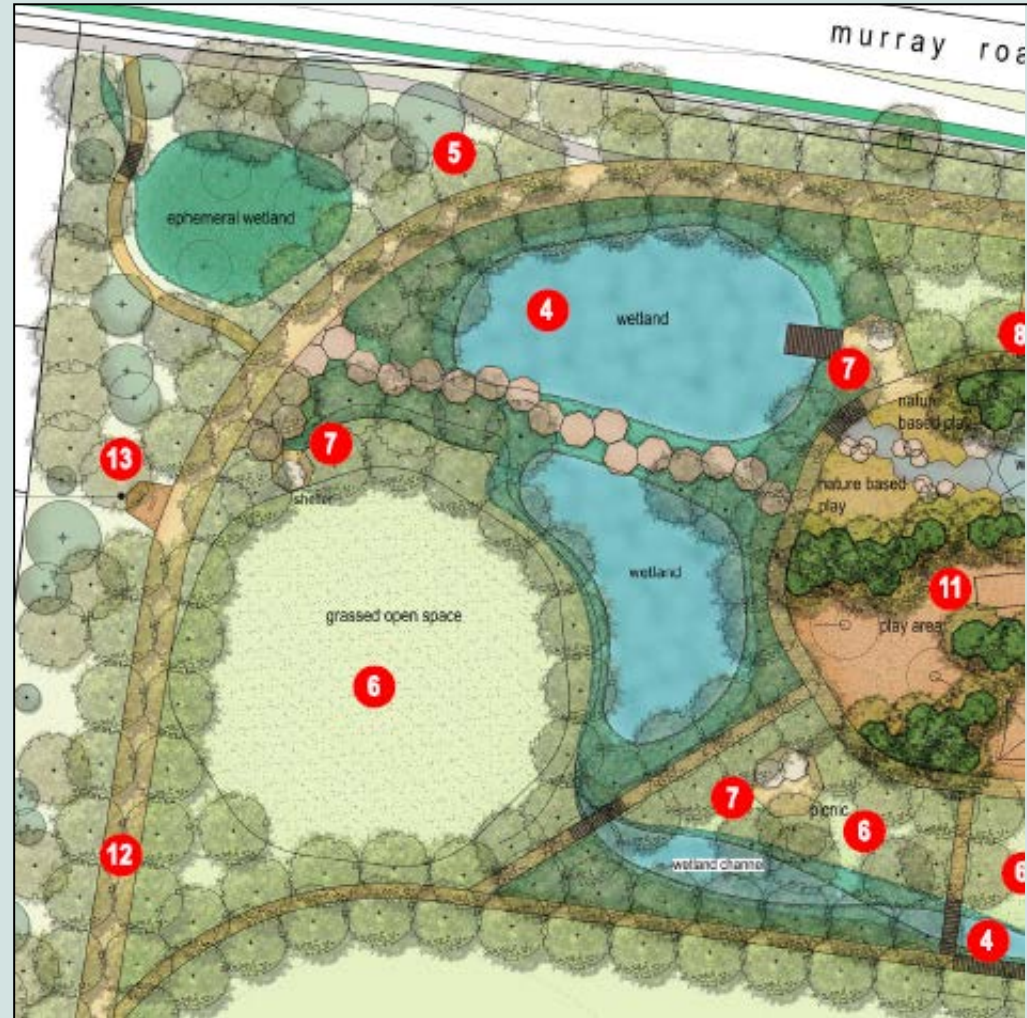
3. Leisure Activities, e.g.:

- New pathways
- Exercise equipment
- Resting opportunities

Concept Plan Draft — Main Components

4. Natural Environment

- Reduction of existing flooding issues in neighbourhoods and Darebin Creek
- Stormwater filtration and storage for reuse
- Environmental education and micro-climate improvement via some water and significant landscaping





- legend
- existing tree
- proposed tree
- existing generic gravel 'rolling back'
- proposed future concrete pavement
- proposed plan concrete pavement
- proposed generic gravel path
- proposed boardwalk
- proposed amphitheatre / gathering space
- proposed shelter
- proposed planter with sliding wall
- proposed photo area
- proposed multi-use hardcourt basketball / Futsal
- proposed play space
- proposed water play splash pad
- proposed nature base display
- proposed sand pit
- proposed fence
- proposed fitness stations
- proposed / existing grassed open space
- proposed massed planting
- proposed wetland/pond
- proposed ephemeral wetland

DRAFT

SCALE 1:500 @ B1

T.W. Blake Renewal Concept Plan
 Scale: 1:500 @ B1
 August 2015

Note: To be read in conjunction with the T.W. Blake Renewal Concept Plan Draft - Plan Item Descriptions



Implementation



- T.W. Blake Community Park as part of the NURP Concept Plan;
- Flexibility which future-proofs it for long-term implementation in stages and confirmation of exact measures;
- Joint funding opportunities with external partners for each stage and step;
- A starting point to develop detailed drawings and costing that can be used to inform developer contributions.

T.W. Blake Renewal Concept Plan draft be presented to Council to:

- Gain in-principle support to obtain external funding and undertake wider community consultation along with the NURP Concept Plan;
- Form Council's interim position on the future direction of the reserve until a final concept plan has been adopted.

Transport Approach

Northland Urban Renewal Precinct

Transport challenge

– Business as usual

“The traditional approach applied to deal with increased transport demand has been the provision of additional road space by means of new and larger road infrastructure”.



15K residents @ 3 trips per
resident = 45,000 trips

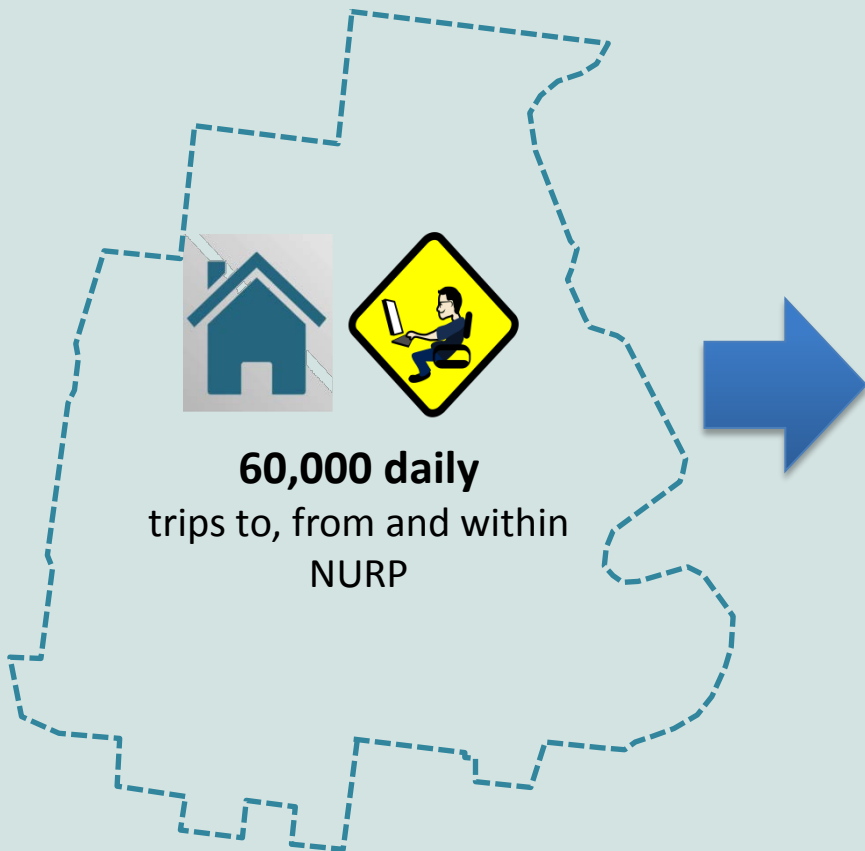
7K workers @ 2 trips per worker =
14,000 trips

Northland customers??

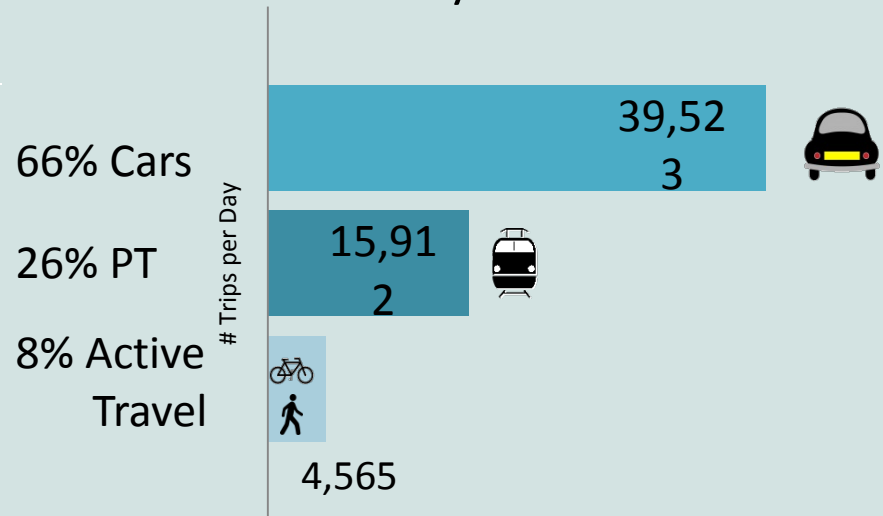
~ 60,000+
trips each day

Transport challenge

– Business as usual



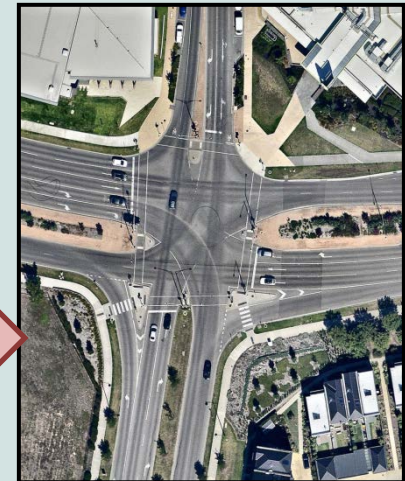
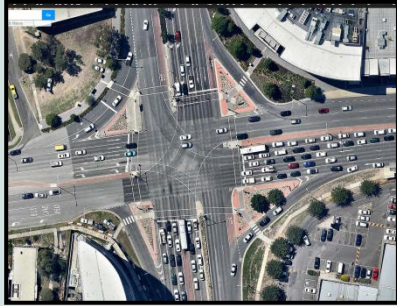
Existing Mode Share in Preston - Daily





Transport challenge

– Business as usual



Transport challenge



- Current NURP Concept Plan with existing key intersections marked red
- Under a BAU approach these intersections plus existing roads would require widening (incl. acquisitions of land)
- The proposed road system within the NURP would also require wide roads
- Wide roads are likely to increase the costs for construction & maintenance (e.g. surfacing, cleaning, repairs, drainage)

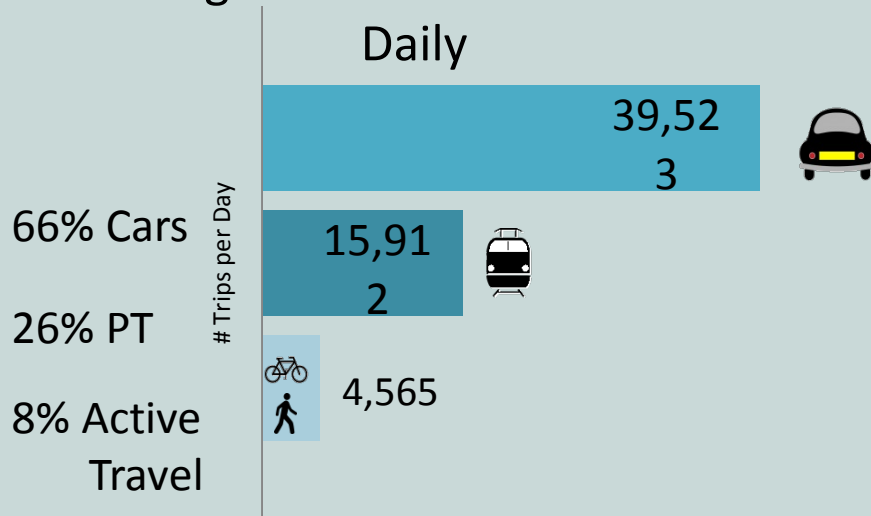
Transport Challenge

- An Alternative Approach

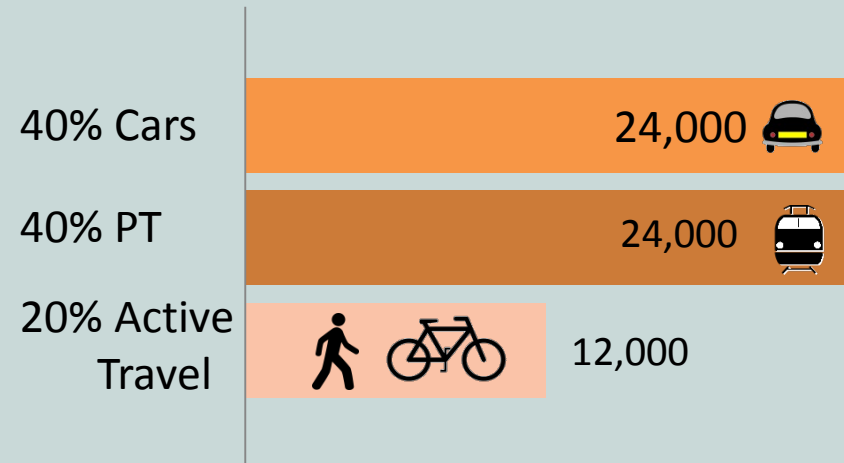
Is there an alternative to the business as usual approach?

What mode shift do we need to achieve?

Existing Mode Share in Preston -



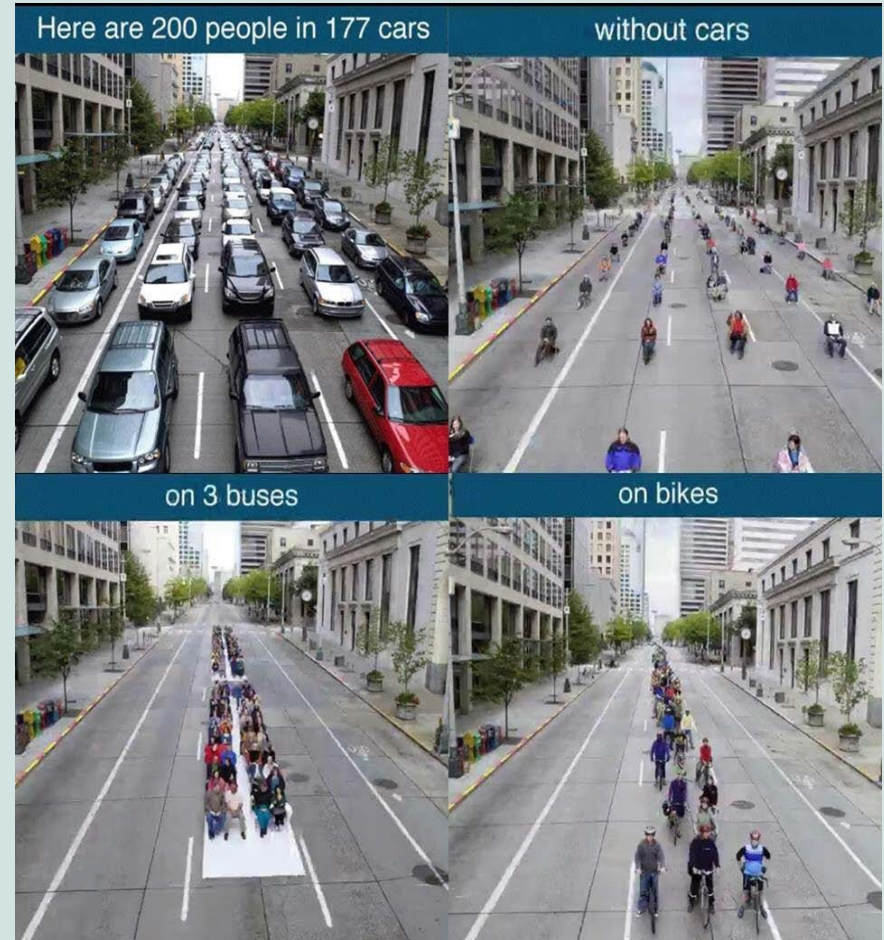
Mode Share NURP (Target?)



Alternative Approach

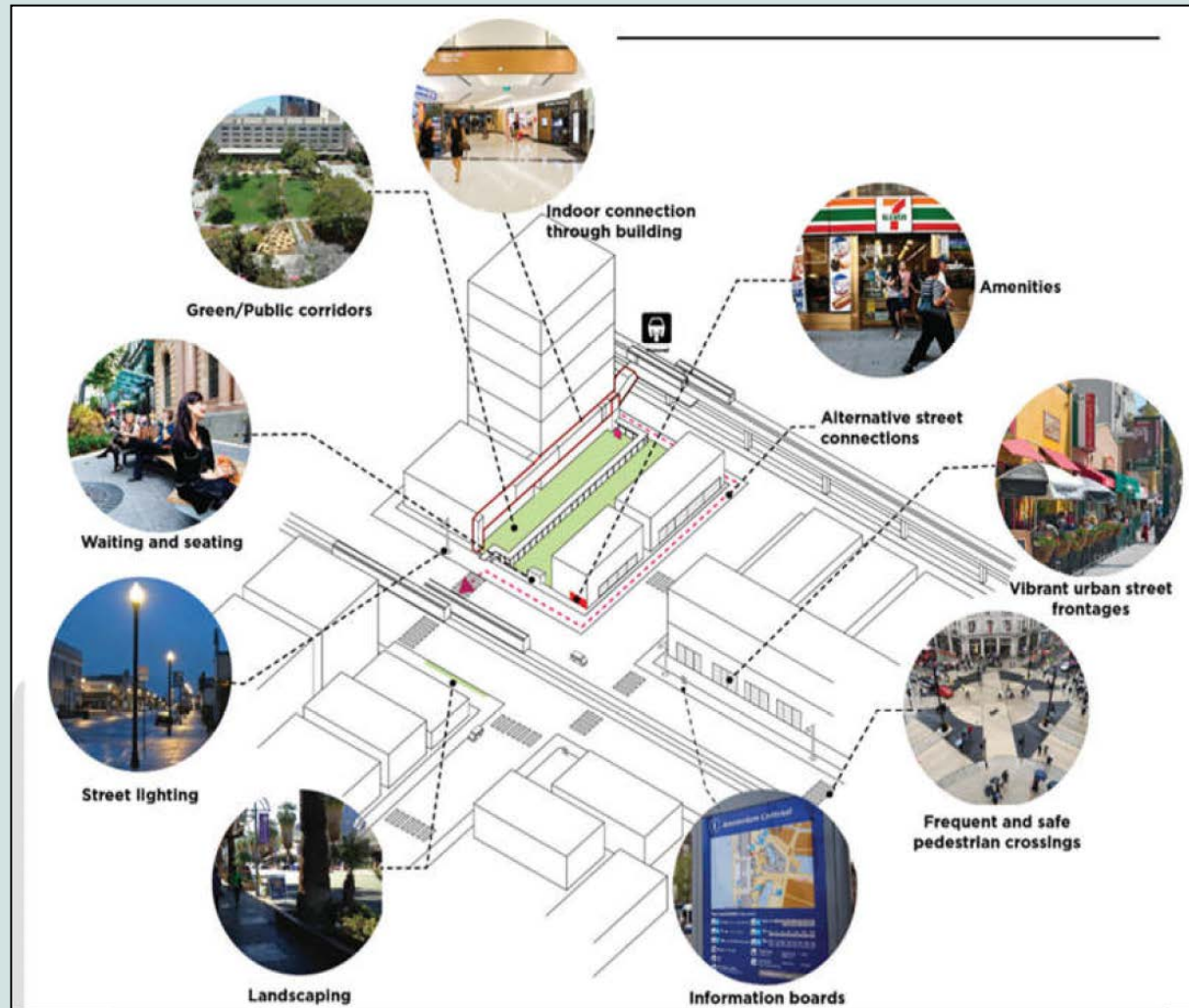
Travel Demand Management

- No net increase in road capacity
- Allocate road space to encourage mode shift
- Develop a transport system that supports the proposed land use outcomes for NURP
- Benchmark against existing areas
- Achieve social, economic and environmental outcomes
- Human scale



Alternative Approach

Human scale urban design



Recommendation

Steering Committee to:

- Recognise the limitations of the existing transport network to cater for significant additional traffic;
- Endorse the break with a business as usual approach to the Transport and Movement Strategy and investigate how to proactively achieve a shift to walking, cycling and public transport trips with the proposed Travel Demand Management approach;
- Recognise the need for a high quality public transport and active travel networks to achieve the proposed mode shift and land use outcomes.



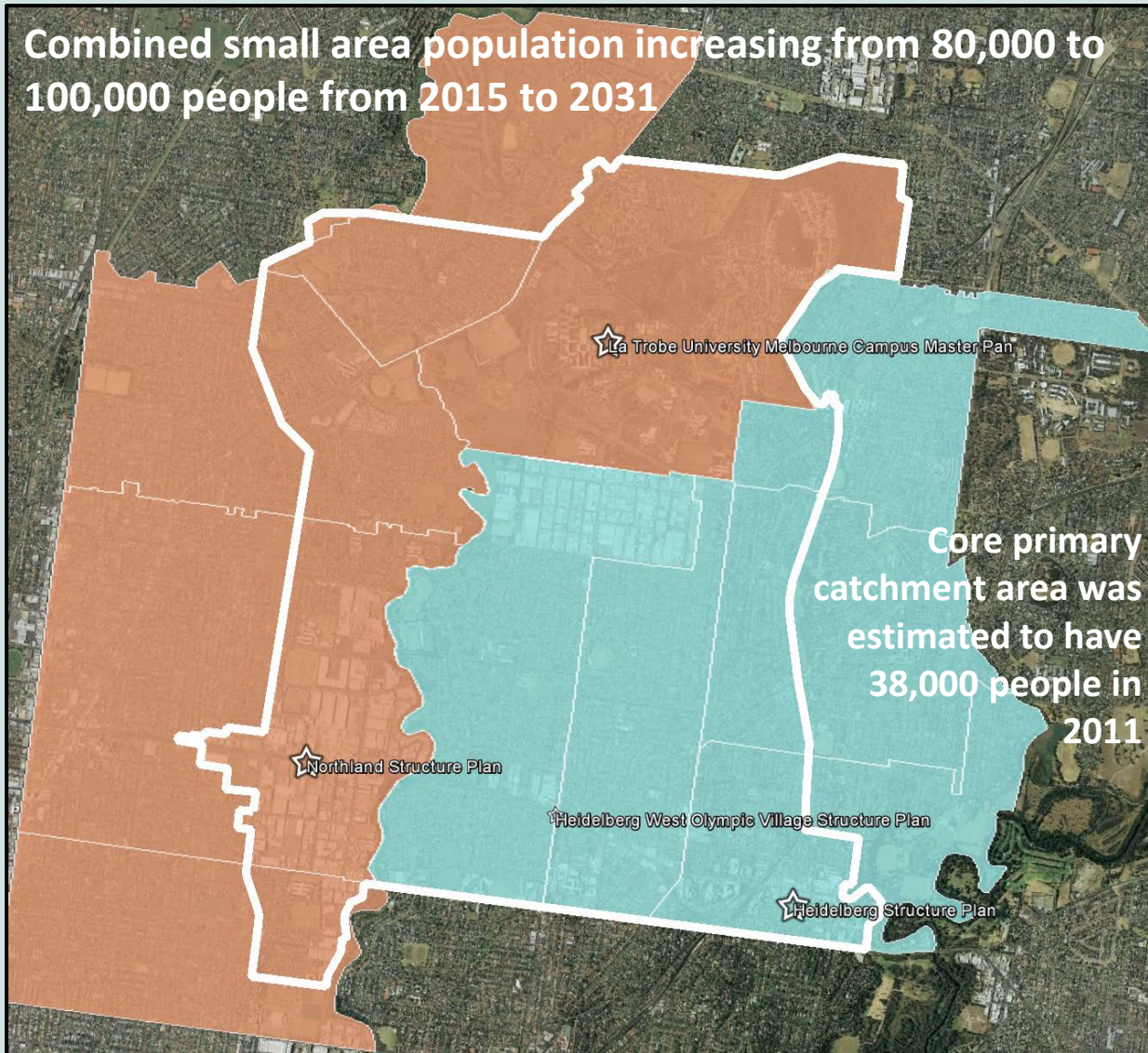
Catalyst Site – 73 Gower St

Northland Urban Renewal Precinct

Joint Community Infrastructure Plan

Northland Urban Renewal Precinct

Joint Community Infrastructure Plan



Joint Community Infrastructure Plan

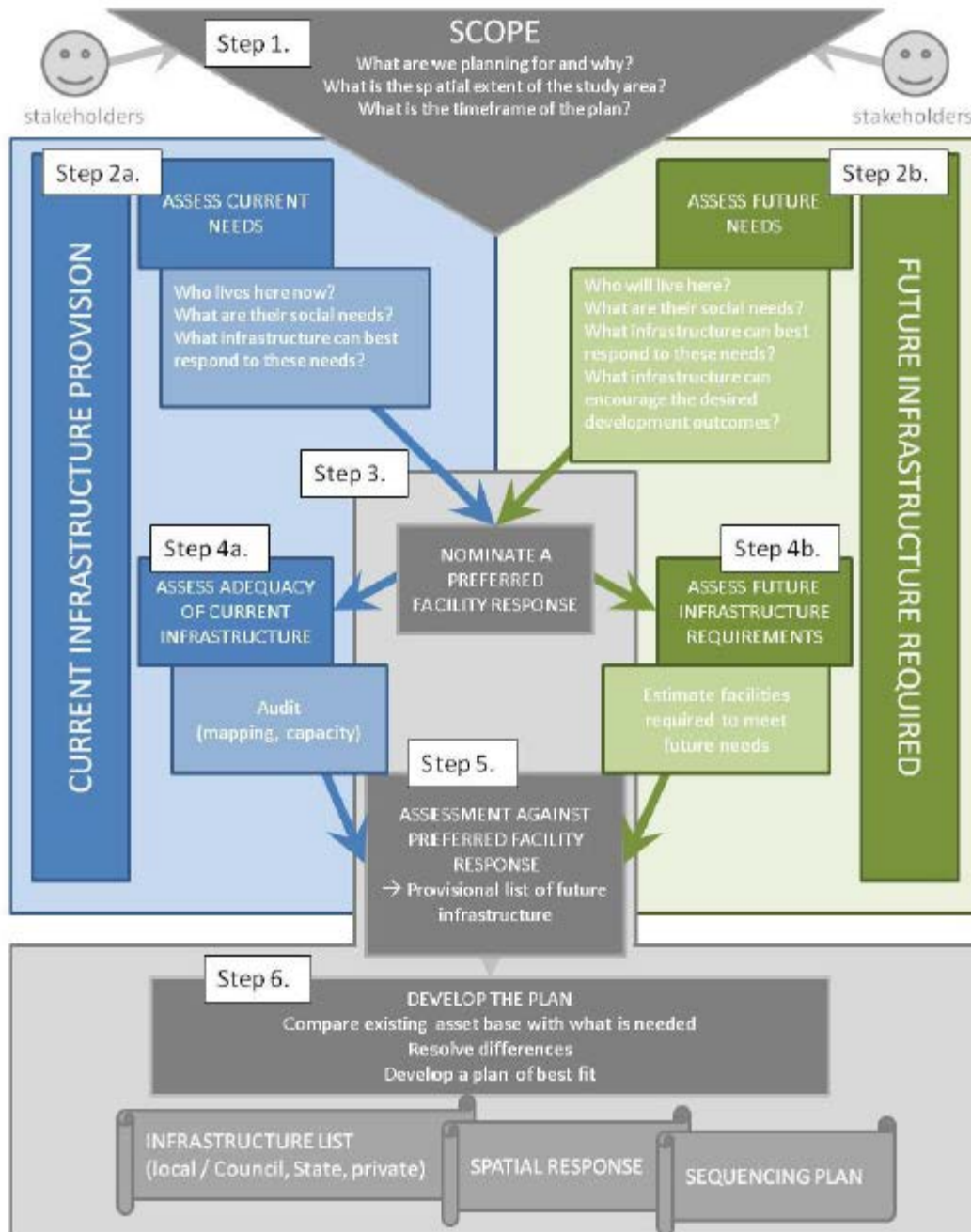


- **The following social infrastructure categories for the primary catchment area has been mapped:**
 - **Education (enrolment data from 2008 to 2013);**
 - **Health;**
 - **Indoor Recreation Facilities;**
 - **Active open spaces;**
 - **Early Years Services;**
 - **Libraries;**
 - **Neighbourhood Houses / Adult Education;**
 - **Community Meeting Space Facilities / Multipurpose Community Centres;**
 - **Residential Aged Care & Other Aged Care Facilities;**
 - **Justice, Police & Emergency Services.**

- **Utilisation and capacity information has been collected.**

- **Initial benchmarking of primary catchment area completed.**

PLANNING FOR COMMUNITY INFRASTRUCTURE IN URBAN RENEWAL AREAS



JCIP methodology comparison



Step 1



Step 2a



Step 2b

Step 3 – decided by each partner



Step 4a



Step 4b



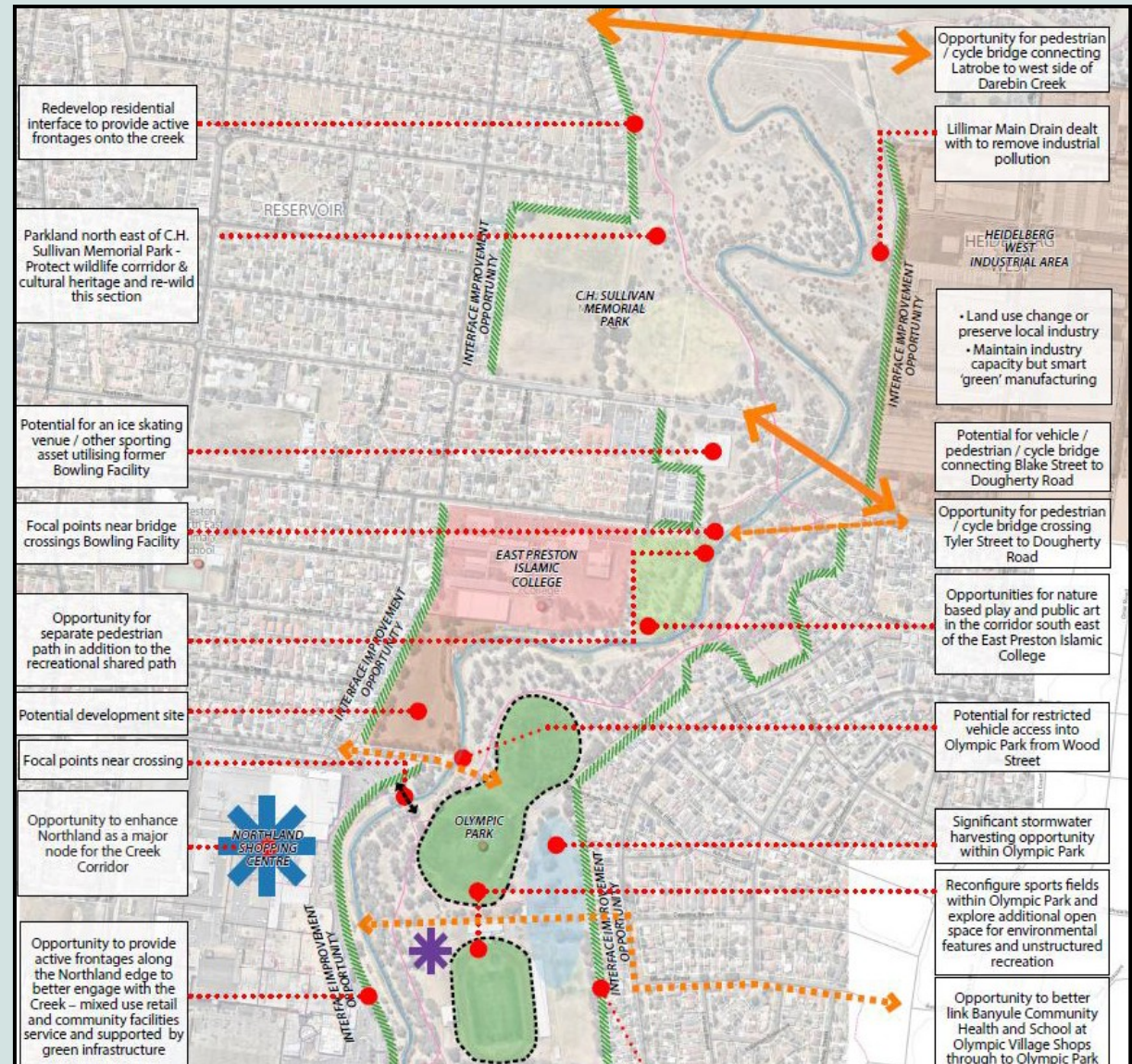
Step 6

Step 5 – decided by each partner

JCIP - Darebin Creek Corridor

Master Plan

- More crossing points
- Work on both sides
- Reduce section of back fences



Growth forecast

Current

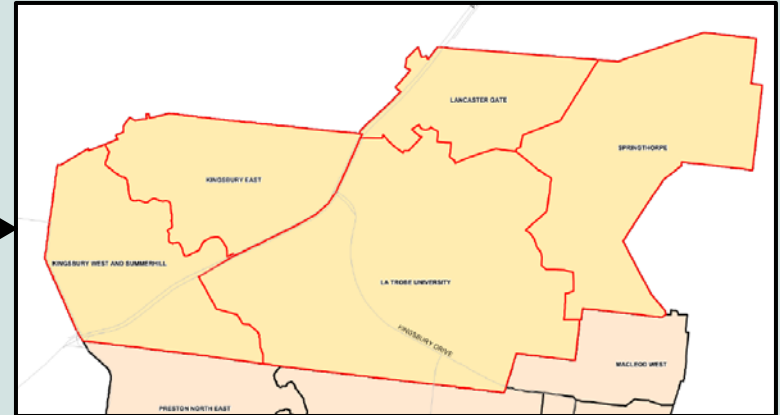
Dwellings – 2,140

Population – 5,393

Future Scenario

Dwellings – 11,230

Population – 24,788



Current

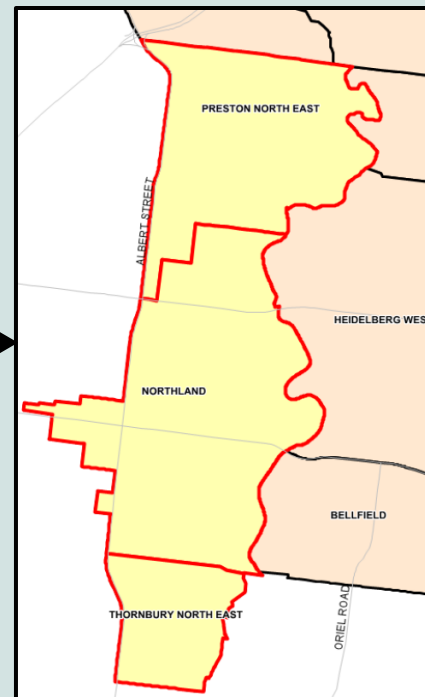
Dwellings – 3,910

Population – 9,853

Future Scenario

Dwellings – 12,070

Population – 26,478



Infrastructure Audit

Infrastructure

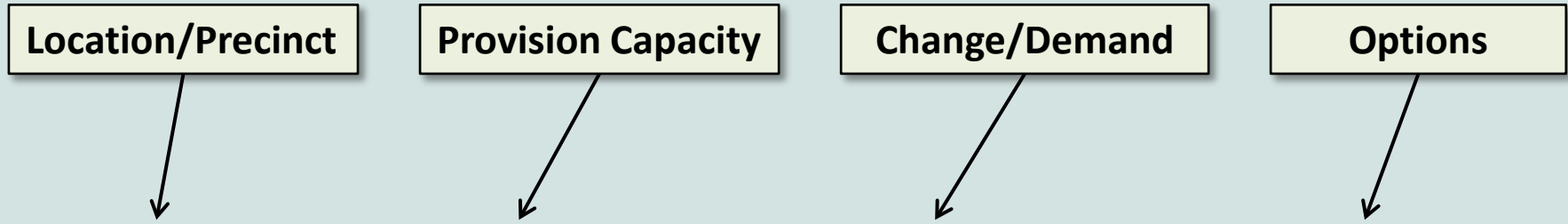
Provision Rate

Measure

Assumption

Community Infrastructure Category	Provision ratio / participation Rate	Description of measure	Provision Assumption Source
<i>Number of MCH sessions per week</i>	60	1 session per 60 children aged 0-3 years	ASR Research calculated measure using actual Growth Area Council data (2008)
<i>Number of MCH consulting units</i>	10	Number of MCH consulting units required based on number of sessions per week (see above)	ASR Research constructed measure
Playgroup <i>Number of 2 hr playgroup sessions per week</i>	50	Total number of children aged 0-3 years required to generate demand for a 2 hour playgroup session per week	ASR Research constructed standard using actual participation data in various Growth Area Councils (2008)
Early Childhood Intervention Services <i>Number of early childhood intervention sites</i>	60,000	Total population per facility	Planning for Community Infrastructure In Growth Area Communities: Standards Project (April 2008)

Future Provision Options



	Existing Provision & Capacity	Demand Forecast by Mid & Full Development	Strategic Response Opportunities & Options
Sessional Kindergarten			
North Precinct	The precinct contains only one Council owned sessional Kindergarten facility: 1) Maryborough Avenue Kindergarten (1 room)	<p>By mid-development the Precinct is likely to require 2 Kindergarten rooms, 1 more than currently exists.</p> <p>By full development the Precinct is likely to require 3 Kindergarten rooms, 2 more than currently exists.</p>	<p>Options include:</p> <ul style="list-style-type: none"> The establishment of an early years hub as part of the implementation of the La Trobe Masterplan that incorporates 2 Kindergarten rooms. Exploring the feasibility of expanding capacity at Maryborough Avenue Kindergarten. Exploring feasibility of establishing a Kindergarten facility within Lancaster Gate.
West Precinct	The precinct contains only one Council owned sessional Kindergarten facility: 1) Blake Street Kindergarten (1 room)	<p>By mid-development the Precinct is likely to require 2 Kindergarten rooms, 1 more than currently exists.</p> <p>By full development the Precinct is likely to require 3 Kindergarten rooms, 2 more than currently exists.</p>	<p>Options include:</p> <ul style="list-style-type: none"> Expansion to existing facilities or construction of a new early years hub as part of the Northland Structure Plan. Exploring the feasibility of expanding capacity at Blake Street Kindergarten.

Joint Community Infrastructure Plan



Next Steps

- Stakeholder Workshop
- Finalise JCIP Report – April

Implementation

- Working group - ongoing support
- Recommendations x Partner actions
 - E.g. Health Group discussions

Steering Committee
February 2016

Northland Urban Renewal Precinct

6.6 UPDATE ON GREEN STREET PEDESTRIAN PATH

Author: Senior Coordinator Transport Management

Reviewed By: Director Assets and Business Services

Report Background

On 7 December 2015 a petition was submitted regarding the Green Street pedestrian path to Council, this resulted in the following resolution:

'That the petition:

"Create a safe and legal thoroughfare for the Community. We the residents of Westgarth petition Darebin Council to pave and fence the informal Green Street pedestrian path.

This path is regularly used by residents to access east-west along the railway line, Dennis Station and the primary school, shops, cafes and parks over the railway line. By restricting access, a long standing amenity and important access to public transport has been significantly diminished.

Formalising this path will make it the same as the other public thoroughfares at Knowles, Harper and Rathmines Streets.

I urge the Darebin Council to indefinitely lease the land from PTV/Vic Track so that they can then create a safe and legal thoroughfare to Dennis Station and beyond by early 2016."

be tabled and a report be presented to Council at its February 2016 meeting.'

Previous Council Resolutions

In response to the petition, a report was presented to Council on 1 February 2016 providing information on the status of the Green Street pedestrian path. At this meeting Council resolved:

'That:

- (1) Council continues to advocate on behalf of the community to retain pedestrian access through the VicTrack owned land at the end of Green Street, Northcote.*
- (2) The Mayor writes to the Minister for Transport, Member for Northcote, CEO of VicTrack and CEO of Metro Trains Melbourne requesting that VicTrack owned land at the end of Green Street be leased to Council at no cost and that these agencies consider contributing to the cost of constructing a path as per the community petition.*
- (3) Council receives a further report in time for the 2016/2017 Budget deliberations regarding costs associated with leasing and path construction.*
- (4) Council explore whether the petitioning for a Board of Inquiry to be established by the Governor in Council under section 9 of the Local Government Act, if there is no formal dispute resolution mechanism available under the Act which regulates VicTrack.'*

This report responds to that resolution.

Previous Briefing(s)

This matter has not previously been to a Council briefing.

Council Plan Goal/Endorsed Strategy

Strategies:

- Darebin Transport Strategy (DTS)
- Darebin Safe Travel Strategy (DSTS)

Summary

- In October 2015, Council received reports that signs were erected around the Green Street pedestrian path (between Green Street and Dennis Train Station), indicating that the path was closed to the public.
- In response, a petition was submitted to Council calling for Council to lease the land and formalise the path.
- Subsequent investigations by Council have identified that the signs have been removed.
- Council officers have investigated the merits of formalising the path. This investigation indicates that whilst the route offers a local connection to the train station, it does not form part of a strategic link in the pedestrian network.
- In line with item 2 of the Council resolution, Council has written to the Chief Executive of VicTrack, copied to the Minister for Public Transport, Member for Northcote and CEO of Metro Trains advocating to retain the access along this route, requesting the land be leased at no cost, and that these agencies consider contributing to the cost of constructing a path. VicTrack have agreed to waive the assessment fee, and charge only a nominal licence fee.
- Council has applied to VicTrack to lease the land from the end of Green Street to the rail reserve, and along the rail reserve to Simpson Street, in order to construct a 1.5m granitic sand pedestrian path with a 1.8m fence along the rail line. VicTrack have progressed the application, indicating they will support it, and MTM approvals are now required.
- The cost of formalising the path would be in the order of \$115,000 and it is expected that the design and construction phases would be in the order of 12 months.
- If approvals for a path are obtained from the relevant agencies, a submission will need to be made to the 2017/18 capital works budget to construct the path.

Recommendation

That Council note this report on the Green Street Pedestrian Path.

Introduction

In October 2015, Council received reports that signs were erected around the Green Street pedestrian path (between Green Street and Dennis Train Station), indicating that the path was closed to the public. This path is shown in Figure 1 below as a yellow dashed line.



Figure 1 Extract from VicTrack's Railmap website

In response to the closure, a petition was submitted to Council calling for Council to lease the land and formalise the path. Subsequent investigations by Council have identified that the signs have been removed.

At the time of the previous report to Council, it was understood that VicTrack and MTM did not have safety concerns and would maintain the current public access requirements. It has since been established that in their view the informal access is within the “danger zone”, 3m of existing rail tracks and cannot be used in its current state.

Issues and Discussion

Strategic Context

Council officers have investigated the merits of formalising the path. This investigation indicates that whilst the route offers a local connection to the train station, it does not form part of a strategic link in the pedestrian network.

The Draft Principal Pedestrian Network (PPN) has been developed to determine the strategic merit of each element of our pedestrian network and will ultimately inform the Development of the Darebin Walking Strategy. The draft PPN was checked to ascertain the status of the route. While the route provides links to and between Dennis train station and important destinations such as Westgarth Primary School, Station Street Fairfield and High Street Westgarth, the PPN does not identify it as a primary or secondary route, although South Crescent, to the north of the railway, is considered a primary route.

Despite this, the high volumes of submissions supporting the project are evidence that there is considerable community investment in the path and a strong desire to formalise the path.

Need for a VicTrack lease and formal path

In order to formalise the path, Council needs to enter into a lease arrangement with the land owner (VicTrack).

Council has contacted VicTrack to discuss leasing the land from the end of Green Street to the rail reserve, and along the rail reserve to Simpson Street, in order to construct a 1.5m granitic sand pedestrian path with a 1.8m fence along the rail line. VicTrack have indicated they will support it, however MTM approvals are now required.

The cost of formalising the path would be at least \$115,000 (\$50,000 for design and approvals, and at least \$65,000 for construction), and it is expected that design and construction will take in the order of 18 months, given the extensive process required by MTM to access their land.

Stakeholder buy-in

Council has written to the Chief Executive of VicTrack, copied to the Minister for Public Transport, Member for Northcote and CEO of Metro Trains advocating to retain the access along this route, requesting the land be leased at no cost, and that these agencies consider contributing to the cost of constructing a path.

The General Manager of the VicTrack Property Group responded and agreed to provide the land for a nominal fee and waiver the VicTrack assessment fee as their contribution to the shared path. These costs would typically be in the order of \$750 one off assessment fee, and \$300 per year annual lease fee.

Options for Consideration

It is recommended that Council proceed with path design in the 2016/2017 (budget dependant), and proceed with the construction phase in 2017/18 should future budget be allocated, and leasing agreements be achieved.

Should Council choose not to proceed with this project it is unclear that MTM will formalise a path closure in the future.

Council may also choose to continue to advocate to the State Government to support the project, given the primary use of the path is likely to be by local residents accessing the train station. However, given the relatively low volume of users, it may not be viewed by the State Government as a priority.

Financial and Resource Implications

- Recent approvals and works on MTM land have been taking between 12 and 18 months to progress. It is expected that to complete just the design phase of this path and receive approval from MTM to proceed will take 12 months. The design phase is expected to cost \$50,000.
- Once full approval has been granted, it is expected the construction phase will take 7 months, given the construction permits that are required. It should be noted that while VicTrack have indicated that there is unlikely to be contamination, Council may need to manage the disposal of contaminated soil should it be found. The construction phase is expected to cost at least \$65,000.
- Given Council may be leasing this land from VicTrack, Council will be liable for future maintenance, including path and mowing of surrounds. The cost of this will need to be included in future Operating budgets.

Risk Management

As Council does not own or lease the land, we do not presently have a risk of liability should there be an accident on the informal pathway. Entering in to a lease arrangement and formalising the path would increase Council's risk exposure as we would be accepting liability should an incident occur.

Policy Implications

Economic Development

There are no Economic Development impacts related to this report.

Environmental Sustainability

The DTS includes the objective, "to increase the role of sustainable transport modes" and the DSTS includes the objective, "to encourage more people to adopt sustainable modes of travel by improving infrastructure and amenity". While improved path facilities generally promote active (and sustainable) transport use, surfacing the path will have numerous negative impacts, including use of materials and energy, and creation of impervious surface.

Human Rights, Equity and Inclusion

There are no Human Rights, Equity and Inclusion impacts related to this report.

Other

There are no other impacts related to this report.

Future Actions

Subject to the 2016/2017 Budget, including this item:

- Council will work with VicTrack to secure leasing arrangements, MTM to seek their approval for the project, and progress the design approval phase of the project.
- Community members who wrote to Council will be provided with an update on the project progress.

Consultation and Advocacy

- Property Manager, Darebin Council
- Risk and Insurance Advisor, Darebin Council
- Team Leader Transport Engineering, Darebin Council
- Team Leader Transport Strategy, Darebin Council
- Metro Trains Melbourne (MTM)
- VicTrack

Related Documents

- *Transport Integration Act*
- Darebin Transport Strategy
- Darebin Safe Travel Strategy
- Draft Darebin Principle Pedestrian Network
- Council Minutes – 7 December 2015 and 1 February 2016

Disclosure of Interest

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

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

6.7 TERMS OF REFERENCE SUBMISSION TO THE MANAGING RESIDENTIAL DEVELOPMENT ADVISORY COMMITTEE

Author: Manager City Development

Reviewed By: Director Assets and Business Services

Report Background

This report has originated from an announcement by the Department of Environment, Land, Water and Planning (DELWP) to review the implementation of the residential zones.

Previous Council Resolution

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

Previous Briefing(s)

Councillor Briefing – 11 April 2016

Council Plan Goal/Endorsed Strategy

- Council Goal 3 – Sustainable and Resilient Neighbourhoods
- Darebin Housing Strategy 2013-2033

Summary

This report is seeking Council's resolution to formally adopt the submission officers have prepared and submitted to the Managing Residential Development Advisory Committee (MRDAC), and more recently presented to the formal hearing.

MRDAC has been appointed by the State Government to review the implementation of the residential zones across the state. The tight time frames of the call for submissions and hearing dates meant that the submission could not be reported to Council prior to its lodgement.

Since the Briefing of 11 April 2016, Council has also appeared before MRDAC to present the submission along other stakeholders and interested parties such as local governments and residents.

Recommendation

That Council formally adopt the Submission to the Managing Residential Development Advisory Committee included in **Appendix A**.

Introduction

- The State Government introduced a suite of new residential zones in 2013. The implementation of these zones took place over 2014-2015.
- A review of the application of the zones has been initiated and is being undertaken by the MRDAC. This included a call for written submissions as well the opportunity to be heard to be heard at a public hearing in early May 2016.

- Darebin officers presented the submission to MRDAC on 6 May 2016.
- A series of 'State of Play' reports have been released to assist the MRDAC in their investigations. These reports provide an overview of the application of the zones in each municipality, and the process by which they were applied.
- The MRDAC is investigating the process by which the new residential zones were implemented, the current application of the zones (in the context of managing housing growth and improving housing affordability), the level of evidence and justification needed when preparing planning scheme amendments, and potential improvements to the residential zones.
- Officers have drafted a submission in response to the MRDAC's terms of reference, which details Darebin's experience of the new residential zones implementation, particularly the Residential Zones Standing Advisory Committee (RZSAC) process. Improvements to the residential zones are also suggested.

Issues and Discussion

This section highlights the major points that are addressed in Council's Submission.

The process by which the zones were implemented

Council participated in the RZSAC process to implement the new residential zones. The Submission highlights the benefits and issues associated with this process. The benefits included: reviewing all proposals against the same criteria, providing an expedited planning scheme amendment processes, and the ability for an overarching view of the zones' application to be taken. In particular, RZSAC congratulated Council for Amendment C147 (which introduced the Residential Growth Zone) which they saw as a commendable attempt to 'raise the standard of higher density Development'.

The Submission also highlights the negative aspects of the RZSAC process. These include: decisions of the RZSAC being undermined by decisions before and after the process, a lack of consistency between outcomes for municipalities that participated in the process and those that didn't, and the very tight timeframe within which the RZSAC had to make recommendations, consequently resulting in inconsistent recommendations and outcomes across metropolitan Melbourne. Further to this, the guidelines released to assist Councils in implementing the zones were problematic and gave conflicting advice.

While the RZSAC process may have delivered some benefits, the overarching process for implementing the new residential zones has been inconsistent and resulted in disparate applications of the zones across different municipalities.

Sustainable housing growth and housing affordability

The submission emphasises that, while the principle of identifying areas for preservation and intensification is likely to contribute to sustainability objectives, it must be underpinned by a robust rationale and effective implementation. Further, the GRZ, which applies to the majority of residential land in Darebin, often does not deliver sustainable Development outcomes. This is primarily due to the incremental nature of change in the GRZ, the cumulative impact of Development is not assessed, and the size of Developments means that Environmentally Sustainable Design (ESD) requirements are not triggered. This is something that Council's proposed ESD Local Policy (Amendment GC42) is attempting to address.

The Submission highlights that further investigation into how the GRZ can deliver more sustainable outcomes is warranted.

The impact of the new residential zones on housing supply and affordability will take some time to understand. The Submission highlights the need for ongoing monitoring of housing supply and housing prices in relation to the application of the zones. The Submission does highlight that the zones can be used to facilitate social housing supply, by providing exemptions (in the NRZ) or investigation of mandatory inclusion of social housing in larger Developments (in the RGZ).

Suggested improvements to the zones

The Submission identifies a number of improvements that can be made to the zones. These include:

- To provide a stronger emphasis on neighbourhood character in the Neighbourhood Residential Zone (NRZ) and the General Residential Zone (GRZ).
- To further investigate creating more coordinated and sustainable outcomes in the GRZ.
- To provide for a series of changes to the Standards of ResCode (Clause 55) to better reflect the different outcomes sought by the residential zones, to provide greater emphasis on high quality internal spaces and functional layouts, and to provide variations to overlooking, setback and open space requirements that better respond to site context.

Options for Consideration

Option 1: (Recommended)

- Council resolves to endorse the Submission. No further action is needed; although the Council resolution will be made available to MRDAC should further information be required.

Option 2:

- Council does not endorse the Submission and instead resolves to request Council officers to withdraw the Submission.

Option 3:

- Council resolves to endorse the Submission with changes. Officers will seek to make changes to the Submission and the information presented at the MRDAC hearing on 6 May 2016.

Financial and Resource Implications

The preparation of the Submission has been done within existing resource allocations.

At this stage, the financial and resource implications of the residential zones review are unknown. In addition to the written submission, officers also appeared at the MRDAC public hearing process on 6 May 2016.

Following release of the MRDAC findings, there may be further strategic work required.

Risk Management

Lodgement of the submission does not generate major risks for Council. Conversely, the MRDAC process has provided Council with a good opportunity to raise concerns for the implementation of the residential zones in Darebin, both in written form and at the scheduled hearing.

Should Council wish to withdraw from this process, there may be no other opportunities to be part of this review process and potentially influence the subsequent recommendations.

Policy Implications

Economic Development

There are no Economic Development impacts related to this report.

Environmental Sustainability

The Submission discusses how the implementation of the zones impacts on sustainability. It is unlikely that the outcomes of the review process will impact upon Council's sustainability policy.

Human Rights, Equity and Inclusion

The Submission addresses issues of housing affordability and the provision of social housing. It recommends that changes to the zones be made to facilitate the supply of social housing, and that ongoing monitoring of the zones address the impact on housing affordability.

Other

The implications of the residential zones review may have implications for future planning policy and the application of the residential zones in Darebin.

Future Actions

- Following release of the MRDAC findings, there may be further strategic work required.

Consultation and Advocacy

This submission has not been subject to any external consultation.

The following staff members were consulted in preparing the Submission:

- Coordinator Statutory Planning
- Statutory Planners
- Coordinator Strategic Planning

Officers have recently presented the submission and supporting information to the MRDAC on 6 May 2016.

Related Documents

- City of Darebin submission to the Managing Residential Development Advisory Committee (**Appendix A**)
- Managing Residential Development Taskforce Overarching Report Residential Zones State of Play 29 January 2016
- Managing Residential Development Taskforce Northern Subregion Residential Zones State of Play 29 January 2016
- Darebin Housing Strategy 2013
- Residential Zones (Stage 1) Standing Advisory Committee Report – Overarching Report.

- Residential Zones (Stage 1) Standing Advisory Committee Report – Darebin Draft Amendment C144.
- Residential Zones (Stage Two) Standing Advisory Committee Report – Darebin Draft Amendment C144.

Disclosure of Interest

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

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

APPENDIX A

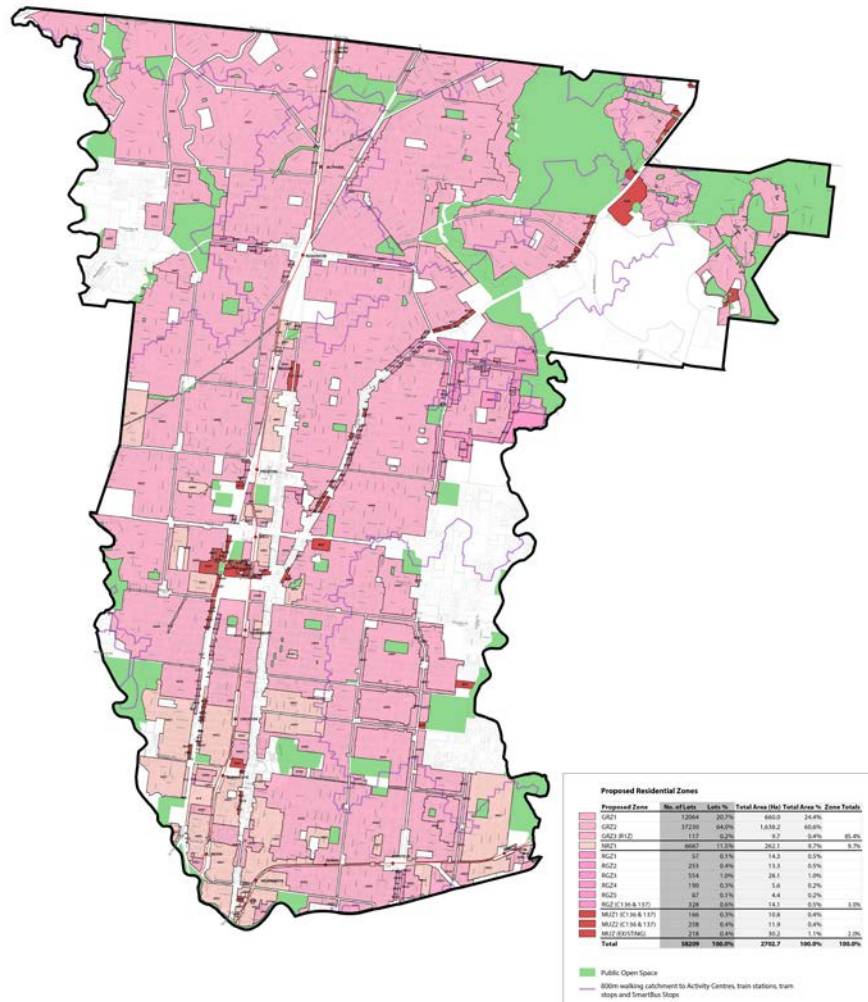
City of Darebin Submission to the Managing Residential Development Advisory Committee

1. Introduction

Darebin City Council (Council) is pleased to make the following submission to the Managing Residential Development Advisory Committee (MRDAC). The submission responds to the Terms of Reference of the MRDAC and details Darebin’s experience of the new residential zones. Council looks forward to presenting its case at a public hearing.

2. The residential zones and housing supply in Darebin

Darebin has implemented the Neighbourhood Residential Zone (NRZ), General Residential Zone (GRZ) and Residential Growth Zone (RGZ) into the planning scheme, as shown in Figure 1 below.



The breakdown of the zones in Darebin is currently: 9.7 per cent NRZ, 85.4 per cent GRZ and 3.0 per cent RGZ.

The application of the zones was originally informed by the Darebin Housing Strategy 2013-2033 (DHS). The DHS was developed to guide housing development within the municipality. It establishes areas of 'minimal', 'incremental' and 'substantial' housing change, based on locational attributes and neighbourhood character. These three housing change areas roughly translate to the NRZ, GRZ and RGZ.

The DHS forecasts a need for an additional 13,600 dwellings in Darebin by 2031. This figure was based on an increase in population of 30,300 over the same time period. However, it is noted that the most recent Victoria in Future¹ (ViF) projections have been updated and indicate that Darebin's population will now grow by approximately 46,000 people by 2031, generating a need for an additional 20,200 dwellings. Whilst Council acknowledges that an additional 7000 dwellings will be required to accommodate the most recent ViF projection, Council still retains adequate housing supply particularly within its Activity Centres, redundant industrial land and urban renewal areas, including the Northland Urban Renewal Precinct.

In order to clearly identify locations where significant growth should be directed, Council prepared Amendment C147 which introduced areas of RGZ throughout the municipality. While the RGZ has been in place for only a short time in Darebin, it is anticipated that greater numbers of planning applications will be received as the market responds to the new zoning controls².

The Housing and Population Report produced by DELWP as part of Amendment C144³ (the Amendment that applied Stage 1 of the new residential zones) indicated that the application of the zones would not significantly impact upon housing supply within Darebin. This was based on the proposed application of the NRZ at the time of 36 per cent.

3. The residential zones implementation process

This section details the process through which the residential zones were implemented in Darebin, and the guidance that was made available to Council in applying the zones. The implications for this on a state level are discussed below.

Residential Zones Standing Advisory Committee (RZSAC) Process

Council participated in Stages 1 and 2 of the RZSAC process and each of Council's draft amendments were supported. The RZSAC process had numerous benefits, including:

- Ensuring the proposals of all participating Councils were reviewed according to the same set of criteria.
- Providing an expedited process for Councils to participate in.
- Establishing standards for notification.

¹ Available at http://www.delwp.vic.gov.au/_data/assets/pdf_file/0010/308269/Darebin_ViF2015_One_Page_Profile.pdf

² A trend that was noted in the MRDCA Overarching Issues Report.

³ Available at <http://yoursaydarebin.com.au/new-residential-zones-draft-amendment-c144/documents/12993/download>

- Analysis of the implications of the application of the zones on housing supply, via the Housing and Population Reports produced by DELWP (formerly DTPLI).
- Ability for the RZSAC to have an overarching view of the residential zones and their implementation.

Council is particularly pleased with the support it received for Amendment C147, which implemented the Residential Growth Zone (RGZ) and Design and Development Overlays (DDOs). Council sought to introduce a new apartment typology via Amendment C147, to ensure that high density development provides positive urban design and internal amenity outcomes. This typology was supported by the RZSAC, which noted “...the Garden Apartment and Urban Apartment typologies are a commendable attempt by Council to ensure that the bar is raised in terms of the standard of future development in the areas it has identified for substantial housing change.”

However, Council submits that the RZSAC process presented a number of fundamental issues, including:

- The RZSAC was undermined by decisions made before and after the process commenced. This includes the approval of high proportions of NRZ in municipalities such as Glen Eira and Boroondara (before the process) and Yarra and Moreland (after the process).
- Inconsistencies around recommendations of RZSAC became clear as some of its recommendations were upheld whilst others were not.
- Although RZSAC did a reasonable job within the parameters given to them, the process was ultimately rushed and as a consequence, avoidable errors and inconsistent outcomes inevitably occurred.
- Perceptions within the community that the process had become politicised and as a result, the residential zones were not fairly applied across metropolitan municipalities. Darebin currently experiences comparably limited application of the NRZ at 9.3%, when compared with Moreland, a neighbouring municipality with similar access to public transport and building typology (residential character), incorporating approximately 62% NRZ. Since the approval of Moreland’s NRZ in May 2015, Darebin has been subjected to significantly greater pressure for development with new housing typologies being sought that are not in alignment with the strategic work undertaken to protect residential neighbourhood character.
- Council has been receiving increasing numbers of planning applications that propose a typology that is out of character with the existing neighbourhood. This includes proposals that rely on first floor balconies for secluded private open space. These applications seemingly consider a yield outcome as their primary response and do not appropriately consider the site’s context. Many areas that were suitable candidates for protection are having their character altered through an influx of development activity since early 2015.

- Darebin is entitled to argue that its community has been let down as a result of it following the Department's direction on applying the new residential zones and by cooperating with due process throughout, as opposed to mounting a political lead solution to the allocation of the new residential zones.
- This level of inconsistency raises issues of transparency and equity, and creates confusion and concern among Councils and their communities.
- The process was completed in a very short timeframe, meaning that Councils and Committee members were under pressure to finalise documentation. The eventual release of reports and the gazettal of amendments were then significantly delayed.

As noted in their Overarching Issues Report, the RZSAC adopted a 'cautious' approach to the application of the zones, the NRZ in particular. This contrasts sharply with the approach taken to the application of the NRZ to municipalities outside of the RZSAC process.

Practice Note 78 and Ministerial Direction 16

These documents were intended to guide the application of the new residential zones. Council submits that these two documents provided conflicting advice on how the zones should be applied, and created an expectation that a certain amount of NRZ would be achieved in each municipality.

Ministerial Direction 16 established a 50 per cent target for the application of the NRZ across metropolitan Melbourne. This target was derived from *Plan Melbourne*, and it has caused significant confusion within the community. The *Plan Melbourne Refresh* provides some commentary on this approach:

"The principle of applying a zone according to a percentage is...very unconventional and raises concerns. Land use zones are traditionally applied to land according to strategic policy and the attributes of land, and not according to blanket percentages."

While it is commendable that this matter is being addressed, the process of implementing the residential zones is now largely complete, and was influenced by this 50 per cent target. It has also established an expectation for the community that such a target will be achieved. This issue is discussed greater detail below.

In contrast to the Ministerial Direction, Practice Note 78 (Applying the Residential Zones) provided detailed criteria for the application of the new zones. However, these criteria proved to be problematic for Councils and the RZSAC in applying the residential zones. In particular, the Practice Note was not clear on weighting of criteria and was therefore inconsistently interpreted and applied. An example of this is the case for the accessibility and intactness criteria. According to Table 2 of the Practice Note, both the GRZ and NRZ are not applicable in areas that have good access to public transport, employment, shopping and community services. This contradicts a purpose of the GRZ ("To provide a diversity of housing types and moderate housing growth in locations offering good access to services and transport"), and creates confusion about where the GRZ and RGZ should be applied.

Whilst Council understands that the criteria are to be viewed holistically and on a case by case basis accessibility has been a major concern of the RZSAC⁴ in applying the residential zones.

Communication and community perception

The application of the residential zones has received significant media attention and community interest. The ultimate application of the zones has resulted in a perception of 'winners and losers', with some areas accommodating growth while others are better protected from inappropriate density. The reasons for the discrepancies in the application of the zones have not been clearly articulated, and this has further fuelled discontent and confusion amongst the community.

In particular, the former Minister for Planning had previously advised our former Mayor, that he would support a 50 per cent allocation of the NRZ in Darebin. This communication has resulted in unrealistic expectations for our Councillors. The 50 per cent NRZ target established in *Plan Melbourne* has also created community expectations that have not been met. As noted above, establishing a zone quota is not a typical planning approach, and the quota in Darebin in particular, has not been reached. This has resulted in a perception of certain areas not being allocated their 'share' of NRZ coverage.

A further issue is whether the zones are achieving the outcome that is expected by the community. As noted in the MRDAC Overarching State of Play Report, the application of the NRZ has, to date, had limited impact on the supply of housing. Because the NRZ has been generally applied to areas where low change was encouraged in existing planning policy (in Darebin for example, the NRZ applies predominantly to areas affected by a Heritage Overlay), the impact of the zone has been minimal⁵.

Council officers understand anecdotally that there is a community perception that the NRZ will protect the preferred character of the area by preventing demolition, which is not the case. If the NRZ is not further limiting housing supply (rather it is mandating existing low change areas), and it is not preventing the demolition of dwellings that contribute to the preferred neighbourhood character, then it is questionable whether the zone is achieving what is expected by the community. This issue has been poorly communicated and hidden in political rhetoric about what the Neighbourhood Residential Zone is expected to achieve.

Importantly, the rhetoric surrounding the new residential zones has focused primarily on 'protecting' suburbs from 'inappropriate development', without delving into the complexities and necessities of housing supply.

Infill development is an essential component of housing supply, and is broadly accepted as a more preferable option than urban fringe development. However, current infill development occurs in an ad-hoc and uncoordinated manner, and the cumulative impact is not considered.

This is an issue that has been acknowledged in the *Plan Melbourne Refresh*, and is something that models such as 'greyfield renewal'⁶ are seeking to address.

⁴ Refer to Darebin C144 report.

⁵ It is acknowledged that the zones have been in place for only a limited time and their impact may not be fully understood.

⁶ Greyfield renewal refers to planned infill development in areas where building stock is nearing the end of its physical life and land values make development attractive. It seeks to provide a framework for redevelopment to ensure more sustainable outcomes are achieved.

The implementation of the residential zones presented an opportunity to facilitate a meaningful discussion about the nature of infill development in Melbourne and how it can be improved; an opportunity that was missed. Rather, infill development was painted as 'inappropriate' and protecting existing suburbs was presented as the paramount concern.

4. Review of the current application of the zones that allow for residential development in the context of managing Melbourne and Victoria's growth in a sustainable manner and improving housing affordability

Managing housing growth

Council submits that the principle of identifying areas for intensification and preservation is a sound approach to managing housing growth in a sustainable manner. The RGZ in particular will contribute positively to housing supply, by sending a clear message about where higher density development should go, and locating it in areas that are proximate to transport and services.

However, the purpose and impact of the NRZ on housing growth may take some time to understand. It is noted that the NRZ appears to have been applied to some areas across metropolitan Melbourne that are well-located and could accommodate a higher proportion of housing growth, as directed by PN78. Infill development is generally seen as more sustainable than growth at the urban fringe, and 'locking up' large parcels of land that could be developed may undermine the broader sustainability objectives of State and Local governments.

The GRZ remains the most widespread residential zone in Melbourne. It delivers the majority of housing supply in Darebin, and a large portion of metropolitan housing supply. As noted above, the GRZ delivers infill development that is uncoordinated and in many cases across metropolitan Melbourne, there are no particular design guidelines or standards which would enhance the built environment.

Further to this, given the size of many infill development sites, environmentally sustainable design (ESD) requirements are generally not imposed. Council is attempting to address this through the implementation of an ESD local policy, which will require developments of three or more dwellings to comply with a standard set of ESD requirements. Further investigation of how the GRZ can deliver more sustainable housing is required.

Improving housing affordability

The impact of the zones on housing affordability may take some time to understand. Housing affordability is difficult to define and without any specific direction from State government, the market will continue to push lower income earners further away from important social infrastructure and services. It remains to be seen whether, on balance, the new residential zones will lead to improvements in housing supply and affordability. At this stage it appears to be doing little to contribute to better levels of affordability and requires clear and urgent action from State and Federal Government to provide better funding and policy platforms to avoid the continued forcing out of low income households from well serviced transport rich locations.

As noted in the MRDAC Overarching State of Play Report, the RGZ has provided some certainty to developers about where higher density developments can be accommodated, however escalating property values suggest this is of little benefit to low income earners.

Notwithstanding the above, Council has given consideration as to how the new zones could be utilised to directly influence the supply of 'affordable' housing. The review of the zones' drafting presents an opportunity to consider exemptions for social housing projects and trial inclusionary zoning, particularly in the RGZ. Providing affordable housing projects is difficult for Council to achieve without the support and direction of State and Federal governments to enable the community housing sector to finance spot purchases. This is discussed in further detail in section 5 below.

The ongoing monitoring of the zones should also analyse changes to housing prices. The application of the zones may result in certain areas becoming more or less affordable; this should be considered in the overall application of the zones and their ongoing monitoring.

The role of the GRZ in housing supply

The GRZ was intended to strike a balance between encouraging moderate housing growth and achieving a greater emphasis on neighbourhood character. As outlined below, the RZSAC has clearly stated, that the GRZ should place a greater emphasis on neighbourhood character than what was previously contemplated under the R1Z. However, in Darebin's experience, a clear distinction between the NRZ, GRZ and the RGZ has not been made. The GRZ is now largely viewed by applicants in the context of the RGZ, whereas the NRZ appears to be the zone that focuses on neighbourhood character.

In this context, the GRZ is perceived as a 'neutral' zone. Despite the inclusion of neighbourhood character objectives in the purpose of the GRZ, it is not consistently delivering upon this objective.

Furthermore, the NRZ and RGZ have clear direction about the type of scale and form of development that is acceptable/ encouraged. However, the GRZ is less clear in its direction, and covers the broad range of building typologies and densities that exist somewhere between the NRZ and RGZ.

As highlighted above, the RZSAC considered these issues in their overarching issues report, and stated the following:

"The Committee comments that the purposes of the Zone are clear - that decisions about design in this Zone must respect neighbourhood character and implement neighbourhood character policy and guidelines. This strengthens the role of neighbourhood character from that provided for in the existing R1Z and R3Z. The concerns of some submitters that use of the GRZ will lead to increased development beyond what occurs in a R1Z appear unfounded."

The RZSAC's comments are problematic for a number of reasons. Firstly, it has been difficult to ensure development in the GRZ makes a positive contribution to neighbourhoods. The inability for Councils to implement neighbourhood character objectives through the R1Z is likely to have contributed to the introduction of the new residential zones. Secondly, in implementing the new zones, the GRZ has been described as a 'translation' of the R1Z, thus the intention to focus on neighbourhood character has not been communicated. Thirdly, there are numerous interpretations that can be made of the zone's purpose; therefore, the weight given to neighbourhood character can vary. Recent VCAT decisions provide an illustration of this point.

In the VCAT case ‘2bscene Design Pty Ltd v Boroondara CC’ [VCAT 1138], Member Davies found that:

“I acknowledge that the purpose of the NRZ includes ‘To implement neighbourhood character policy and adopted neighbourhood character guidelines’.

That is also a purpose of the General Residential Zone. However, I do not agree...that the status of the [Neighbourhood Character Policy] is somehow elevated. It continues to be a policy reference listed in clause 22.07-4. Although the Neighbourhood Character Policy in clause 22.07 is now expressly referred to in the purpose of the NRZ, it was previously invoked in the broad purpose of the Residential 1 Zone to implement local planning policies.”

Conversely, in 360 New Street Brighton Pty Ltd v Bayside CC [VCAT 1322], the tribunal stated:

“Compared with the former Residential 1 Zone, the language of the purpose of the Neighbourhood Residential Zone with respect to neighbourhood character has raised the obligation to respond positively to, and implement, the preferred character.”

Council submits that the GRZ is not delivering outcomes that are more respectful of neighbourhood character than those in the R1Z. The GRZ applies to the majority of residential land in Darebin, and across metropolitan Melbourne. Council submits that the purpose statement regarding implementing neighbourhood character policy has duplicated provisions that already existed within the scheme, and is subject to interpretation.

Table 1: Comparison of zone purposes

	R1Z	GRZ	NRZ
Purpose	<i>To encourage residential development that respects neighbourhood character</i>	<i>To encourage development that respects the neighbourhood character of the area</i> <i>To implement neighbourhood character policy and adopted neighbourhood character guidelines</i>	<i>To manage and ensure that development respects the identified neighbourhood character, heritage, environmental or landscape characteristics</i> <i>To implement neighbourhood character policy and adopted neighbourhood character guidelines</i>

5. Improvements to the residential zones and associated tools

This section details Council’s suggested improvements to the residential zones. It is noted that the new residential zones have been in place for only a short period, and Council’s experience in implementing the NRZ and RGZ is limited (these zones also apply to a small percentage of the municipality).

Neighbourhood Residential Zone

Council suggests the following changes to the NRZ:

- Include consideration of neighbourhood character in decision guidelines.

The emphasis on neighbourhood character should be more explicit within the NRZ. The zone purpose is open to interpretation.

- Exempt social housing from the maximum number of dwellings per lot (and maintain 2 storey maximum height)

This will assist in facilitating social housing supply and is aligned with options discussed in the Plan Melbourne Refresh to provide exemptions for social housing in the planning scheme.

- Amending loopholes that enable multiple lot subdivision.

Currently, subdivision permits can be issued that would enable multiple dwellings to be constructed in the NRZ. Limiting this will ensure that the maximum number of dwellings is not exceeded.

- Including a no net dwelling loss for existing multi-unit developments.

Where a lot currently accommodates multiple dwellings, redevelopment should enable the same number of dwellings to be constructed. Development should remain in keeping with the neighbourhood character.

Council is supportive of the changes noted by the MRDAC in relation to the NRZ, including implementing a 'sliding scale' for larger sites.

General Residential Zone

The following changes are recommended for the GRZ. As noted above, the GRZ applies to the majority of land within Darebin and provides Council with limited control over built form outcomes.

- Provide guidance as to what 'moderate housing growth' is and how it compares to the scale of growth in the NRZ and RGZ.

The scale of change in the GRZ can vary greatly. Further guidance should be provided as to the scale of change that is anticipated in the GRZ. This is particularly important given the perception of the GRZ as a 'neutral' zone with lesser focus on neighbourhood character. Council has attempted to address this via modified schedules to the GRZ.

Greater clarity and improvement of built form design throughout Darebin and metropolitan Melbourne could be achieved by incorporating a standard set of design guidelines, rather than achieving the 'cookie cutter' outcomes which are often encouraged by the numerical provisions of ResCode. For medium density development, good urban design outcomes are considered a 'good to have' rather than a mandatory starting point for designers. Specific recommendations to improve ResCode are detailed below.

- Clarify the role and weighting of neighbourhood character considerations in the GRZ.

This is related to the point above. While the GRZ includes additional neighbourhood character objectives, Council's experience is that these have not resulted in greater weight being given to neighbourhood character outcomes.

- Undertake investigation into how development in the GRZ can be better coordinated and deliver more sustainable outcomes.

As noted above, options including greyfield renewal should be investigated to ensure the GRZ delivers housing outcomes that are sustainable and better coordinated.

Residential Growth Zone

The following changes are recommended for the RGZ.

- Remove reference to four storeys in the purpose of the RGZ

The zone's purpose should not refer to a specific height, particularly where this can be exceeded in the schedule to the zone. This sends conflicting messages about the scale of development that is being encouraged.

- Consider how the schedule to the RGZ can be modified to enable additional requirements to be included.

Council has applied the Design and Development Overlays (DDOs) to land that is within the RGZ, and understands that this is common practice. There is a need to provide additional guidance in the RGZ, given the scale of development that is encouraged. The schedule could be modified to enable additional guidance to be included, and reduce the need for applying a DDO.

- Consider inclusion of social housing requirements in the RGZ.

The RGZ could be used as a de facto inclusionary zone. Developments above a certain size could be required to provide a certain percentage of dwelling provision as social housing. Again, this aligns with options presented in *Plan Melbourne Refresh* to trial inclusionary zoning and to facilitate social housing supply through the planning system.

Clause 54 and 55 (ResCode)

A number of changes to ResCode are suggested as part of this review. Council submits that the new residential zones have altered the context in which ResCode operates, and that it should be updated accordingly. ResCode was developed with a very different development typology context in mind.

The following changes are recommended:

- Refinements to standards and objectives to relate to each of the new residential zones.

Council submits that the objectives for development will differ between each of the residential zones. It is recommended that the standards and objectives be amended so that the desired outcomes of the NRZ, GRZ and RGZ are clearly differentiated and greater built form certainty in particular is provided within the NRZ and GRZ. These changes will assist in protecting the integrity of the zoning controls and ensures that the development outcomes are clearly understood within each zoning control.

- Greater emphasis on high quality internal spaces and functional layouts, particularly in the RGZ.

Objectives and standards for internal space and layout should be included in ResCode. This will encourage more sustainable and liveable development in context.

- Allowance for creative responses to overlooking requirements. Screening measures can have significant impact on the liveability and amenity of new developments, both internally and externally. While it is important that the privacy of existing residents is protected, Council submits that more flexible and creative response to overlooking should be encouraged.

- Allowance for variation to side and rear setbacks based on context.

Amending Standard B17 to reflect different contexts will assist Councils in achieving greater neighbourhood character outcomes. Standard B17 should differentiate between those parts of the subject site adjacent to buildings and those parts of the subject site adjacent to secluded private open space.

- Modify open space requirements to ensure that balconies are provided (as the sole secluded private open space) only in locations proximate to public transport and services (eg in RGZ, parts of GRZ only).

As an example of '1 size does not fit all', Council submits that balconies are not always an appropriate open space response. Standard B28 allows for any development to rely on the provision of 8sqm balconies and 10sqm roof top areas to achieve the secluded private open space provision. Reverse living outside of residential growth areas in particular, is not a desired outcome as it reduces the requirements for open space at ground floor level, which in many cases is contrary to the character of the area and purposes of the zone, often resulting in severe screening, poor internal amenity, increased mass and bulk, poor transitions to adjacent dwellings and borrowed amenity outcomes. Decision guidelines should reference the need to be in proximity to a Principal or Major Activity Centres and in proximity to high quality public open space, clearly defining the definition of 'proximity'. Council has attempted to address this through modifying the schedule to the GRZ and requiring a certain area of secluded private open space.

Council submits that, as well as modifications to ResCode, further guidance is needed regarding higher density development. This is something that is acknowledged and initiatives such as *Better Apartments* and the Central City Built Form Review are attempting to address. Council supports such initiatives and looks forward to the outcomes of these processes.

6. Monitoring residential development over time

Council is supportive of ongoing monitoring of the new zones' implementation and their impact upon residential development. Council is currently considering methods for monitoring and evaluating the new residential zones within Darebin.

As well as monitoring, evaluation of the zones should also take place. This should address whether the zones are meeting their objectives, whether they are providing greater certainty for the community, and whether they are meeting community expectations.

This monitoring and evaluation should inform ongoing improvements to the drafting and application of the zones.

7. A model methodology for preparing planning scheme amendments and the level of justification needed for planning scheme amendments

Council is supportive of greater guidance for the preparation of planning scheme amendments to implement the new residential zones. However, it is noted that many Councils have already implemented their zones and, as noted in the *Plan Melbourne Refresh*, it appears unlikely that the application of the zones will change significantly.

Council is supportive of guidance as to the level of evidence and justification that is needed when preparing planning scheme amendments. This needs to be considered in the context of existing guidance on the application of the zones.

Notwithstanding the above, Council would propose that the following matters be addressed in a model methodology in order to provide an equitable and balanced application of residential zones across metropolitan Melbourne:

- Specific criteria for applying the residential zones and a method for identifying where the zones should be applied;
- Consultation approach and how the outcomes of consultation can be used, particularly where they conflict with Practice Note directions; and
- Key messages and communications protocols that ensure the purposes of the zones are communicated consistently across the state.

8. Conclusion

Planning seeks to strike a balance between many competing objectives. These include the need to facilitate housing supply, protect neighbourhood character and native vegetation, and to intensify areas that are proximate to public transport and services. The implementation of the residential zones has been an attempt to identify the areas where particular objectives should be achieved. Providing greater direction as to where housing growth should take place is positive; however, it is dependent upon a robust rationale and effective implementation. As noted above, the implementation of the new residential zones has been inconsistent, and has resulted in certain parts of the metropolitan area accommodating a greater proportion of growth than others, and a perception of 'winners and losers'.

Council therefore submits that the application of the zones across the city has been varied, in both process and outcome and this current review of the residential zones should consider how the resulting imbalance can be addressed, and how the residential zones can be improved.

6.8 2016 DAREBIN COMMUNITY AND KITE FESTIVAL

Author: Manager Creative Culture

Reviewed By: Director Community Development

Report Background

The purpose of this report is to inform Councillors of the outcomes derived from the Darebin Community and Kite Festival held at Edwardes Lake Park in Reservoir on Sunday 20 March 2016.

Previous Council Resolution

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

Previous Briefing(s)

This matter has not previously been to a Councillor briefing.

Council Plan Goal/Endorsed Strategy

- Darebin Arts Strategy 2014 – 2020
- Darebin Council Plan 2013 – 2017, Goal 4 – A Thriving and Creative Culture

Summary

The Darebin Community and Kite Festival is an annual Darebin City Council event. In recent years the festival has formed part of Darebin Arts' True North program which aims to celebrate the arts and community within the culturally diverse suburb of Reservoir. Since 2014 the Darebin Pet Expo has run in conjunction with the Darebin Community and Kite Festival.

The identified aims for the 2016 event were to present a fun, free and immersive event that offered engaging performances, activities and participatory experiences, alongside activated community stalls, cultural and generational exchange opportunities and a range of food and beverages. The theme of kite flying continues to be a primary focus and main activity of the festival day with opportunity for both kite flying and kite making occurring for the duration of the event.

Festival evaluation surveys were conducted over a three hour period from 12 pm to 3 pm across the Festival site. The evaluation measured the satisfaction of attendees on various aspects of the festival and aims to highlight and identify areas for improvement. A total of 107 responses were received. The outcomes of the evaluation have been compiled with the quantitative highlighted outcomes included in this report. Qualitative data has been compiled from a festival debrief meeting with staff and contractors involved in delivering the festival. In addition, feedback has been received online and email, with some verbal feedback from participants and other Council attendees.

"What a great day! A definite top highlight of the year for me 😊"

- Mark Blach (festival attendee) via City of Darebin Facebook Kite Festival Event page

"Was really fabulous! A great community event!"

-CarCar La Jenkins (festival attendee) via City of Darebin Facebook Kite Festival Event page

Recommendation

That Council resolve to endorse Edwardes Lake Park as the location for The Darebin Community and Kite Festival for a further two years, with a review after the 2018 event.

Introduction

Originating in 1997 from a unique collaboration between City of Darebin, the North Eastern Melbourne Chinese Association and The Australian Kite Association, the Darebin Community and Kite Festival is a large-scale, all-ages community and cultural celebration. The event has been held annually since 1997 in a variety of parks within the City of Darebin.

The 2016 event was held in Edwardes Lake Park in Reservoir on Sunday 20 March from 11 am – 6 pm. This was the fourth year that the event took place at Edwardes Lake Park and an estimated 15,000 people attended. Approximately 72% of attendees were Darebin residents.

The Festival included the following elements:

- Main Stage program – Including a Welcome to Country and Mayor's Welcome, plus 7 programmed performances
- FReeZA Stage program – featuring 5 emerging Darebin music acts
- Storytelling Tent program – including 8 sessions
- A shadow puppetry tent
- 9 participatory workshops and activities
- Roving entertainment - 5 programmed acts
- 35 interactive community, local business and council stalls
- 12 food and beverage vendors
- Kite flying, sales and demonstrations
- A display of kite bunting artwork throughout the site made by Darebin Primary students through a series of workshops held in the lead up to the event

Of the programmed entertainment and activities approximately 75% were City of Darebin residents.

The Festival was supported by the following sponsors and media partners for a total amount of \$14,500:

- Love Real Estate
- Reservoir Village Traders Association
- Leader Community Newspapers
- 3RRR FM

The following Council Departments and Units were represented on the day providing information stalls, activities and/or services at the event:

- Community Wellbeing, Children and Families (Storytelling Corner)
- Equity and Diversity (Storytelling Corner)

- Darebin Libraries (Storytelling Corner)
- Communication and Marketing (Live Action area)
- Creative Culture (Live Action area)
- Youth Services (Kite Field + Live Action area)
- Leisure Services (Kite Field)
- Reservoir Leisure Centre (Kite Field)
- Bundoora Park Animal Farm (Kite Field)
- Aged and Disability Services (Rest and Recharge Area)
- Bushland Management (Stallholder Area)
- Environment (Stallholder Area)
- Sustainable Transport (Stallholder Area)

Issues and Discussion

Community Feedback

Results from the onsite audience survey conducted were overwhelmingly positive. All of the questions that required a qualitative response (ie. festival layout, signage, access to water, variety of food, queuing for food, cleanliness of venue, shaded areas, activities, performances, easy to get to, affordable, inclusive, opportunity to learn about a new culture, opportunity to try something new) scored between 3.3 and 4.4 out of 5.

The overall satisfaction rating for the event was 7.7 out of 10 indicating attendees were very satisfied with the event.

A specific item that was raised as an issue during the evaluation was a lack of Eftpos facilities at the food stalls, and additionally that there were no ATMs near the festival site.

Provision of a mobile ATM on site for the 2017 Darebin Community and Kite Festival will be considered in response to customer feedback.

Survey respondents also raised car parking as an issue. Despite the green travel messaging, onsite bike valet and provision of a shuttle bus to/from Reservoir Rail Station, results showed that 51% of patrons chose to drive to the event. Efforts to improve traffic management and improvements in pedestrian and traffic flow were implemented in 2016, however, the scale of the festival and a growing number of attendees may continue to present issues for the event. Conversely, survey results showed a score of 4.3 out of 5 for Edwardes Lake Park as 'Easy to get to'.

A total of 107 festival attendees were surveyed. This equates to a 0.7% sample of the estimated 15,000 attendees. For future Darebin Community and Kite Festival events there will be increased efforts to ensure a larger number of surveys are completed.

Although only a small sample of feedback was provided on the day through evaluation surveys, social media on the festival day was very active. Overall, the social media activity indicates a high level of community satisfaction with the event. Some examples of Twitter and Facebook posts are included in this report.

Bianca Montagner @pianoperfavore

There was so much to do at the Kite Festival that I almost forgot to pause for the photo...

#DarebinKites



10:08 PM - 20 Mar 2016



Michael Nardella @MichaelNardella

#darebinkites On the oval having lots having fun



3:44 PM - 20 Mar 2016



The Little Bookroom @Little_Bookroom

Ron Murray filling the Storytelling Tent with the mesmerising music of the didgeridoo...

Beautiful! #DarebinKites



3:26 PM - 20 Mar 2016

@loobyli This was a great idea. . . And we didn't have to even line up for ages!— [Edwardes Lake Park - Reservoir Victoria](#).



Mayur Patel - Having a great time at the Darebin KiteFestival at Edwardes Lake - great atmosphere on this sunny day.— at [Edwardes Lake Park - Reservoir Victoria](#).



Stallholder Feedback

Feedback was generally positive with comments including:

- Representative from Transition Darebin

"We thoroughly enjoyed ourselves, I think it was the best festival yet. We were chuffed with our position and had a lot of interest in our new Rezza food swap, so we are expecting a lot of people to come along next month. Thanks again for accepting our very late application. Keep us posted next year if it runs again, we are keen to join in."

- Representative from Reservoir Village Traders Association

“On behalf of the Reservoir Village Traders Association, I wish to take this opportunity to officially thank you and your great team for putting on a fabulous event – the Darebin Kite Festival. As you know the Village were a small component of your sponsors but the support and time you gave us (me) in particular, working with us to ensure that we were able to establish a ‘win win’ situation for both parties, was greatly appreciated. The connection with Westside Circus proved to be very successful.”

Congratulations on a great event and thanks once again.”

- Representative from Love Real Estate

“Thanks for all of your hard work, yourself and your team really put together a great event! We all had an amazing time, and achieved a great result.”

- Representative from Darebin Arts Ambassador

“Congrats on the Kite Festival. It was such a fantastic day yesterday.

I went with my kids and parents and dragged the kids away after 5 hours. Many of my friends with children went also. So much to do and see”.

Options for Consideration

2016 was the last year of a four year run for the Community and Kite Festival at Edwardes Lake Park. Historically, the festival ran in All Nations Park on alternate years. Given the success of the festival in the Reservoir location, officers are seeking Council approval to extend the time at Edwardes Lake Park for a further two years.

The 2017 festival is scheduled for 26 March, 2017 at Edwardes Lake Park. There is the option for Council to consider locating the event at All Nations Park in 2017 and holding dates are in place.

Financial and Resource Implications

The 2016 Community and Kite Festival was achieved within operational budget allocations.

Risk Management

A Risk Assessment was completed pre-event and the Event Manager and Site Manager attended a meeting with Corporate Risk to review the Assessment.

Reservoir Police Station, Ambulance Victoria and Metropolitan Fire and Emergency Services were all notified of the event in advance.

St John’s Ambulance was engaged and on-site for the duration of the event.

No major incidents were reported.

Policy Implications

Economic Development

Local businesses directly benefited from the Festival through provision of equipment and services for the event, and in business promotion through stalls.

Environmental Sustainability

A sustainable travel message was included in all marketing, and a downloadable flyer with sustainable transport options for the event was available on the Kite Festival web page.

A free shuttle bus from Reservoir Station to Edwardes Lake Park and return was provided and a bike valet and free bike tune ups were available at the event.

Recycling and food waste only bins were provided at the event.

Human Rights, Equity and Inclusion

A key pillar within the Darebin Council Plan 2013-2017 is the goal of achieving a “Thriving and Creative Culture” through fostering inspirations, celebration, innovation, creativity and diversity in Darebin’s arts and culture.

The plan also states that Council will support arts and culture festivals and events that enhance social connection and inclusion, pride of place, a sense of belonging and cultural tourism. These are the goals of the Darebin Community and Kite Festival.

Access features at the event included a Rest and Recharge Tent and two roving Attendant Carers were in attendance.

97% of survey respondents indicated that they did not have any barriers accessing or participating in the event.

Council’s Equity and Diversity Unit had a stall at the Festival.

Festival programming was from a broad cross-section of the community, and marketing included messaging in multiple languages. Over 30% of the survey respondents spoke a language other than English at home.

The average agreement rating was 4.4 out of 5 for the statement ‘Inclusive and welcoming to all members of the community’.

Other

There are no other policy implications that impact on this report.

Future Actions

- Following consultation with Banyule Council, the 2017 date has been set for Sunday 26 March 2017 to ensure suitable and complementary dates with Banyule’s Arty Farty Festival.
- Council to endorse the location of the 2017 festival at Edwardes Lake Park.

Consultation and Advocacy

- Arts Participation Coordinator
- Arts Programmer
- Arts Officers
- Festival and Events Officers
- Arts Ambassadors
- Team Leader Business and Performance (Pet Expo)
- Libraries, Learning and Youth (FReeZA)
- The Background (Production Company)
- City of Banyule Events Officer

Related Documents

- Darebin Council Plan 2013 – 2017
- Darebin Arts Strategy 2014 – 2020

Disclosure of Interest

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

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

6.9 SOCIAL PROCUREMENT

Author: Coordinator Procurement and Contracting

Reviewed By: Executive Manager Corporate Governance and Performance

Report Background

This report outlines the procurement processes Council has in place in relation to social procurement and as outlined in the procurement guidelines.

Previous Resolution

At its meeting on 23 November 2015 Council resolved:

'That Council:

- (1) Note the outcomes of the Procurement Policy review.*
- (2) Adopt the City of Darebin Procurement Policy November 2015, as required under section 186A of the Local Government Act 1989, attached as Appendix A to this report.*
- (3) With reference to the Notice of Motion 189 (refer to Council Minutes No. 216 dated 29 April 2015) receive a report in February 2016 on developing more comprehensive and effective social procurement guidelines to better supplement Council's Procurement Policy November 2015.'*

This report responds to point 3 of the above resolution.

Briefing Date

No councillor briefing has been held in relation to social procurement.

Council Plan Goal/Endorsed Strategy

Goal 6 – Open and Accountable Democracy

Summary

All Council procurement processes are based on the following principles. Best Value, Open and Fair Competition, Accountability, Risk Management and Probity and Transparency.

The application of legislation, policy and guidelines is the responsibility of all officers with procurement responsibilities.

Recommendation

That Council:

- (1) Note officers have updated of the City of Darebin Procurement Guidelines to reflect a more detailed guide for officers when procuring goods and/or services to ensure social procurement is considered when seeking quotes or tenders.
- (2) Note officers have undertaken a comprehensive review of other local government municipalities and the MAV social procurement processes which are consistent with Council's policy and guidelines.
- (3) Note the extract on Social Procurement from the Procurement guidelines attached as **Appendix A** to this report.

Introduction

Council is committed to supporting social procurement through the development of the City of Darebin Procurement Policy November 2015 (the policy).

Council adopted the policy as required under section 186A, of the *Local Government Act 1989* with the following inclusion titled 'Social Procurement'.

Social Procurement involves using procurement processes and purchasing power to generate positive social outcomes in addition to the delivery of efficient goods, services and works. Social procurement builds on initiatives already undertaken by Council in enhancing sustainable and strategic procurement practice, enabling procurement to effectively contribute to building stronger communities and meeting the social objectives of Council.

Issues and Discussion

Benefits of Social Procurement

Social Procurement can assist councils in addressing complex local challenges and ensuring procurement practices are sustainable and strategically aligned to Council objectives. It can also build and maintain strong communities by generating local employment, promoting social inclusion and strengthening the local economy. Importantly, it can demonstrate leadership across the wider community and local government sector and achieve greater value for money for the community.

Benchmarking

To promote procurement processes that deliver social impacts for communities, the council communicates Social Procurement to internal and external stakeholders by embedding social procurement principles into procurement guidelines and tender documents and where possible invite Certified Social Enterprises for Council quotation processes.

Extensive benchmarking of other Local Government municipalities including City of Moreland, Yarra, Banyule, Nillumbik, Maribyrnong and Whittlesea as well as the MAV has indicated a similar approach to Social Procurement.

Opportunities for promoting Social Procurement

Where practicable to do so, Council will strive to in the first instance to purchase ethical and fair trade goods to support local industries, national and international trade, engage in procurement with Social Enterprises and create local employment opportunities through clauses and specifications in council contracts.

It is important to note that Social Procurement is possible through the engagement of all types of businesses, not just the not-for-profit sector. A number of organisations through their organisational structure have the ability to deliver positive social impacts.

Council has developed procurement guidelines to assist officers in assessing social procurement and will ensure that all activities leading to the purchase of goods and services are carried out in accordance with the principles of open and effective competition, ethical and fair dealing, value for money, social procurement and accountability.

Local government may legally conduct social procurement, provided the constraints in the following three areas of law are observed:

- Legislation governing local government (*Local Government Act 1989* (Vic) and subordinate and other related instruments;

- Common law relating to procurement; and
- Trade Practices Law.

Current Social Procurement Activities

To achieve the fundamental purpose of social procurement council has adopted the following activities:

- **Council Contracts:** Council currently contract to Outlook Environmental to run the Reservoir Transfer Station and resource recovery centre. Outlook Environmental, an award winning social enterprise, was not only able to effectively divert waste from landfill to resource recovery, but also create employment and vocational training for disadvantaged workers and provide bargain-priced recycled goods to the community.
- **Social Enterprise Project:** Community Chef is a social enterprise created as a joint venture by 19 Victorian Councils in collaboration with both State and Federal Governments. Community Chef continues to provide meals to clients under the current (HACC) program.
- **Encouraging Indigenous Businesses to Engage with Council:** The development of social procurement initiatives to assist the Indigenous community and engagement with the community to address skill shortage gaps. Council is currently working on the establishment of an Aboriginal Inclusion Framework with Social Compass. Discussions with Social Compass on the framework will include aspects of procurement and how council can work with and encourage the Indigenous Community to work with Council.
- **Council Procurement Policy:** Council's Procurement Policy supports Local Business Framework. This support allocates a minimum 10% weighting where evaluation criteria is used for all tender and invited tender activities. It also requires a minimum of one local supplier be invited to all invited tender activities, where available. This is well above the minimum standards set by other Councils such as the City of Whittlesea which applies a 5% weighting for Local Business Content.

The Municipal Association of Victoria (MAV) in partnership with Social Traders, a specialist social enterprise development organisation has created the document, Social Procurement: A Guide for Local Government.

A part of this partnership is the availability to all Council's via the MAV Vendor Panel access to the Social Traders Social Enterprise Finder. This tool allows the user to search 33 different categories including common Council procurement such as arts & culture, building maintenance trades, catering, cleaning, landscaping, recycling and waste management and transport. Within these categories there are 5,417 certified social enterprises nationally.

Financial and Resource Implications

The policy will support Council's financial plan by ensuring procurement activities are undertaken in a consistent and appropriate manner. By adopting best practice principles, the policy will enhance the achievement of objectives in value for money which in turn will ensure public monies are spent in the best interest of the community and generating support for the local economy and the wider community.

Risk Management

There are no risks associated with this report.

Policy Implications

The procurement policy continues to include the following, which will be taken into consideration, where appropriate, with all procurement activities:

- Corporate Social Responsibility
- Local Business Framework
- Environmental Purchasing Code
- Disability Access and Inclusion Policy
- Darebin Industry Participation Policy

Economic Development

Local Business Framework

Environmental Sustainability

Environmental Purchasing Code

Human Rights, Equity and Inclusion

Disability Access and Inclusion Policy

Other

Nil

Future Actions

- Continued assistance to local business and employment by promoting economic activity in collaboration with the Business Development team.

Related Documents

- Procurement Guidelines (**Appendix A**)
- Procurement Policy (November 2015)
- *Local Government Act 1989*
- Darebin Industry Participation Policy
- Social Procurement: A Guide for Local Government
- Local Business Framework
- Environmental Purchasing Code
- Disability Access and Inclusion Policy
- Contract Guidelines

Disclosure of Interest

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

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

APPENDIX A

Social Procurement

Council is committed to social procurement because it involves using procurement processes and purchasing power to generate positive social outcomes in addition to the delivery of efficient goods, services and works.

Social procurement builds on initiatives already undertaken by Council in enhancing sustainable and strategic procurement practice, enabling procurement to effectively contribute to building stronger communities and meeting the social objectives of Council.

Council has developed processes to ensure that social enterprises become part of a diverse and dynamic supplier market. The decision within Council to engage with social procurement may originate in a number of ways. For example, if:

- Council has scope for the inclusion of social benefits when issuing tender;
- A current contract is soon to expire, allowing for a revision of service delivery and contracting arrangements; and/or
- When particular social issues in a community are not being addressed using traditional approaches.

Existing contracts may also be varied so that social impacts are incorporated for the delivery of goods and services. In this case Council officers should engage all suppliers in social procurement practices where appropriate and seek their cooperation to explore possibilities for subcontracting to social benefit suppliers.

Where it has been determined that social benefits are being pursued as a component of the procurement activity, Tender documents or Requests for Quotation should contain:

- Suitable social clauses and weighting to achieve the desired social benefits;
- Appropriately designed response statements to allow suppliers to clearly articulate how they will deliver social impacts; and
- Social clauses that are framed as measurable deliverables rather than aspirations.

A pre-tender briefing may be necessary to explain the detail of the social clauses, particularly if they refer to complex matters with which mainstream suppliers may not be familiar.

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

7.1 ASSET MANAGEMENT STRATEGY UPDATE

Author: Manager Assets and Properties

Reviewed By: Director Assets and Business Services

Report Background

This report is in response to Notice of Motion No. 282 from the Council meeting held on 16 May 2016.

Previous Council Resolution

At its meeting held on 16 May 2016, Council resolved:

'That Council receive an urgent report prior to adoption of the 2016/2017 budget on its Asset Management Strategy and Council's performance against the goals and objectives of that Strategy and any limitations of the current strategy due to Council's poor renewal performance over the last four years being 65.6% in 2012/2013, 65.8% in 2013/2014, 60.3% in 2014/2015 and 78.3% in 2015/2016.'

Previous Briefing(s)

This matter has not previously been to a Councillor briefing.

Council Plan Goal/Endorsed Strategy

Goal: 1 - Vibrant and Innovative Economy

Strategy: 1.5 - Existing and new physical assets and infrastructure

Summary

This report has been prepared in response to a Notice of Motion that was considered and resolved by Council at its meeting of 16 May 2016. The motion requested a report on the Asset Management Strategy and made reference to historical renewal funding levels, querying if these were in fact sufficient to maintain Council's assets.

Council's current Asset Management Strategy was approved by Council in May 2015. In the past year, this Strategy has enabled Council to achieve core competency in the National Asset Management Assessment Framework (**Appendix A**), however more work is required to achieve best practice. Major elements of the next stage of Strategy implementation relate to the review of the four existing asset management plans (Roads, Drains, Buildings and Open Space) together with new asset management plans for other assets (Information Technology, Fleet/Plant and Cultural Collections). These plans are intended to be completed by the end of 2016 to inform Council's response to rate capping as part of the 2017/18 and beyond budgets.

The level of renewal funding over the past five years has been a result of depreciation being an average figure with Council's actual asset renewal needs being low over this period. **Appendix B** notes actions that are being undertaken to improve the accuracy of depreciation as a forecast of asset renewal needs.

Darebin has sufficient financial capacity in its Capital Works Program to shift the balance of funding to renewal works from upgrade/new/expansion when the need arises. This has been seen in the draft 2016/2017 Capital Works Program which proposes an asset renewal expenditure of \$19.456M which would provide for an asset renewal ratio of 93.4% - much closer to the average depreciation figure.

Recommendation

That Council note the report on the Asset Management Strategy.

Introduction

Council approved a revised Asset Management Strategy at its Ordinary Meeting of 18 May 2015 to cover the period from 2015-2019. The Asset Management Strategy 2015-2019 provided Council with a comprehensive internally focused document that is closely aligned with Municipal Association of Victoria requirements and the international standard for asset management (ISO55001:2014).

The Strategy provides details on the importance of asset management, scope drivers for best asset management, key stakeholders, benefits of asset management, current status of asset management and the future desired state of asset management.

Implementation of the Asset Management Strategy enables Council to demonstrate how it is meeting the stewardship responsibility for public assets in its control, ensuring that all residents have equal access to all public assets and facilitating the delivery of sustainable and effective services, programs and activities that contribute to Darebin's quality of life and that meet community needs and stakeholder expectations.

Issues and Discussion

Strategy Implementation - Progress towards NAMAF Core Competency

The Municipal Association of Victoria (MAV) Step Program was established in 2003 to assist Victorian councils to improve their asset management capabilities. Since 2010, this program has utilised the National Asset Management Assessment Framework (NAMAF) to assess councils' asset management maturity. The NAMAF was based on the Local Government Financial Sustainability Nationally Consistent Frameworks established in 2009 by the Local Government Planning Ministers Council, to assist local government to better understand and plan for managing community infrastructure and the associated long term financial commitments.

The key aspects of the NAMAF are as follows:

- It has a series of questions for 11 key asset management elements ranging from knowledge, systems and processes from operational to strategic level, requiring self-assessment of the level of asset management maturity.
- It contains assessment components for two levels of asset management practice:
 1. 'Core' maturity (78 questions, which require basic asset management capabilities, systems and procedures)
 2. 'Advanced' maturity (additional 67 questions, which require more advanced asset management capabilities and stronger linkages between service and asset management planning and long-term capital works funding.)

- The questions reflect current best practice and are consistent with the International Infrastructure Management Manual.
- The assessment provides a gap analysis to assist in targeting areas of improvement to achieve the required maturity level.

The MAV Step Program sets targets and monitors progress towards achievement of core maturity and then progression to advanced maturity. A council is deemed to have achieved core maturity when it obtains an aggregate score of at least 1000 out of a possible 1100 for the 11 key assessment elements.

Each year Council assesses its progress against the NAMAF and has used the results to continually drive improvements in asset management. The chart below summarises Council's core maturity scores against the 11 elements (further details are provided in **Appendix A – Strategic Asset Management Initiatives Progress Update**).

AM Element in NAMAF	Core Competency Score (Nov 2014)	Core Competency Score (Dec 2015)
Strategic Longer Term Plan	100	100
Annual Budget	100	100
Annual Report	100	100
Asset Management Policy	100	100
Asset Management Strategy	83	100
Asset Management Plans	76	76
Governance and Management	96	100
Levels of Service	69	75
Data and Systems	81	91
Skills and Processes	90	95
Evaluation	75	83
Total	970	1020

Strategy Implementation - Asset Management Plans

Council has previously prepared asset management plans for the following asset classes:

- Roads (2009)
- Drainage (2007)
- Buildings (2007)
- Open Space (2010)

The Asset Management Strategy noted that all asset management plans were scheduled to be reviewed to update the 10 year long term financial forecasts and to ensure consistency with best practice and the requirements of the National Asset Management Assessment Framework (NAMAF). The strategy also included a timetable for Development of asset management plans (Appendix A of the Asset Management Strategy, p.27).

Given the recent Developments with regard to rate capping, it has been seen as prudent to accelerate the asset management plan Development to ensure that plans for all areas can be completed by the end of the 2016 year.

The revised timetable for the review/creation of asset management plans is as follows:

Asset Class	Existing Plan?	Review status	Timeline	Comments
Roads	Yes	Draft complete	Jun 2016	To be provided to Council for consideration in June 2016.
Stormwater	Yes	Draft underway	Sep 2016	Completion is pending internal review of drainage improvement works undertaken since the 1998 Drainage Study.
Buildings	Yes	Review pending	Dec 2016	Review to commence in July 2016. Requires completion of building condition audits for comprehensive picture of current asset condition, future renewal requirements and maintenance backlog.
Open Space	Yes	Initialising procurement	Dec 2016	Procurement process commenced; works to start in July 2016.
Fleet and Plant	No	Draft complete	Sep 2016	Awaiting review of Fleet policy and practices for finalisation.
IT	No	Scoping commenced	Dec 2016	To be prepared internally by the Information Services department. Scoping works and initial meetings with department representatives have occurred.
Cultural Collections	No	Initialising procurement	Dec 2016	Procurement process commenced; works to start in July 2016.

Asset Renewal

In February 2014 the Victorian Auditor General released a performance audit entitled 'Asset Management and Maintenance by Councils'. The report refers to warning to government in an earlier 1998 report that unless steps were taken to address councils' asset renewal gaps, the budget councils require for renewal would more than double by 2012. VAGO claim that these predictions have materialised and that their data shows the renewal gap for all Victorian councils has almost doubled as a proportion of total asset value over the past 16 years.

The Asset Management Strategy 2015-2016 contains a section entitled "Asset Renewal Gap Closure Strategy" and an appendix entitled "Calculating the Asset Renewal Gap". Information from those portions of the strategy is re-presented below and updated based on the 2014/15 Annual Report.

As an inner metropolitan council with a reasonable level of financial sustainability, Darebin Council has access to sufficient funding to cover its asset renewal needs.

In practice, balancing the need for replacement of existing assets with expectations for improvements to asset based services can reduce the funding allocated to asset renewal creating a 'renewal gap'.

Council's expenditure on assets can be classified into several categories depending upon its impact. The table below describes the various categories:

Expenditure Type	Description
Maintenance /Operations	Required for day to day operation of the asset and necessary for the asset to reach its design life
Renewal	Replacement of an existing asset with a similar asset
Upgrade	Adding extra to an existing asset to increase the level of service provided or extending an existing asset service to new customers
New	Acquisition of an entirely new asset

Council's annual asset renewal gap (based on annual report data for 2014/15) could be estimated at approximately \$6.9M by comparing the annual depreciation with the level of reported asset renewal expenditure.

Asset Group	Replacement Cost (\$M, '14/15)	Depreciation (\$M, '14/15)	Renewal Expenditure (\$M, '14/15)	Gap (\$M)
Roads	397.6	7.1	5.0	2.1
Drains	167.9	1.3	0.3	1.0
Open Space	28.6	1.4	1.2	0.2
Buildings	335.2	5.3	1.7	3.6
Plant and Equip	57.9	4.0	4.0	0
Total	987.0	19.3	12.2	6.9*

* Total asset renewal gap has been calculated by adding the gaps from each asset group, not by the subtraction of total renewal expenditure from total depreciation.

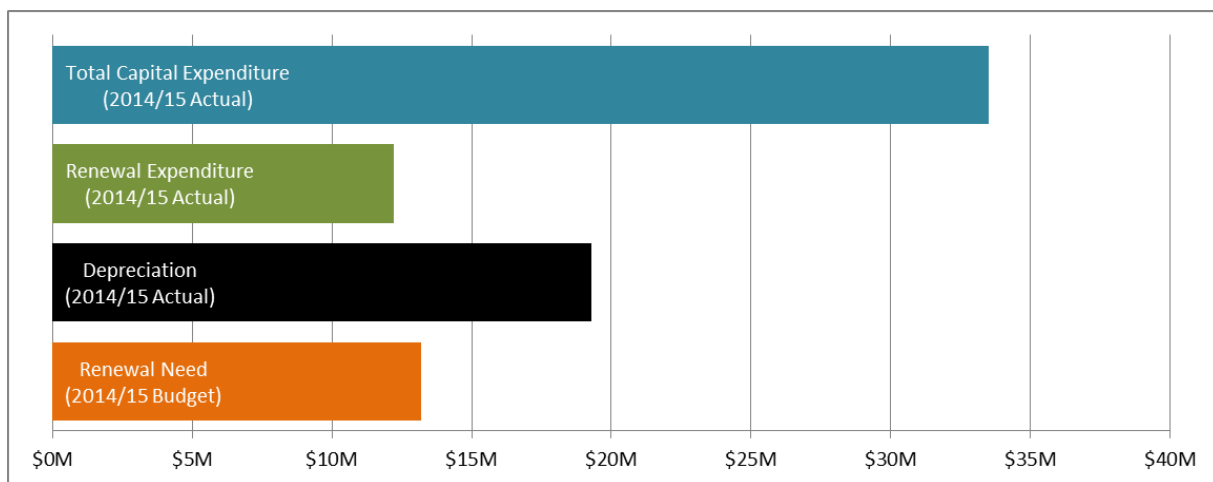
Depreciation, which is lifetime average of renewal requirements, is not an accurate reflection of current renewal needs at any given point in time. A more accurate reflection of Council's renewal gap should be expressed in terms of 'renewal need' which is based on an assessment of the current condition of the assets and their individual requirements for replacement.

It should be noted that buildings which are considered to be no longer required for service and are earmarked for demolition (such as the Preston RSL, former Preston Police Station, Preston Senior Citizen's Club, former Reservoir Library and the old Ruthven Pavilion) are not included in the assessment of renewal need. If Council were to decide to attempt to reuse these buildings then the renewal need would increase as these buildings require substantial work to meet current building code requirements, for removal of hazardous materials and to otherwise become fit for purpose.

Renewal need for a given year does not include assets which are programmed for replacement/renewal in future years (such as roads, footpaths, whole buildings like the Northcote Aquatic and Recreation Centre or building elements like flooring and roofing).

Asset Group	Depreciation (\$M, '14/15)	Renewal Need^ (\$M)	Renewal Expenditure (\$M, '14/15)	Gap (\$M)
Roads	7.1	5.4	5.0	0.4
Drains	1.3	0.3	0.3	0.0
Open Space	1.4	1.5	1.2	0.3
Buildings	5.3	1.1	1.7	0.0
Plant and Equip	4.0	5.0	4.0	1.0
Total	19.3	13.3	12.2	1.7

^ Renewal Need has been assessed based on the condition of assets identified as requiring replacement as part of the 2014/15 capital works program. Renewal needs for each asset class have been identified by appropriately qualified and experienced asset professionals based on available data and knowledge of Council's assets.



It is worth noting that concerns about Victorian councils' ability to close the asset renewal gap are based on an analysis of spending against depreciation, not the actual renewal needs of each council. Despite the limitations of using depreciation as a measure for the 'correct' level of asset expenditure, depreciation is still useful and is used as the basis for Council's asset funding levels within the annual Capital Works Program. Annual depreciation is generally calculated according to the following formula:

$$\frac{\text{Quantity} \times \text{Unit Cost}}{\text{Useful Life}}$$

There is further work that Council can do to improve the accuracy of its calculation of annual depreciation for its assets to ensure that the figure that renewal expenditure is being measured against is as correct as possible which is tabled in **Appendix B**. These actions will be further detailed for each asset class within each respective asset class's asset management plan's improvement plan.

Proposed Asset Renewal in 2016/2017

The draft 2016/2017 Capital Works Program proposes asset renewal expenditure of \$19.456M which would provide for an asset renewal ratio of 93.4% (as noted on page 33 of the Darebin's Proposed Budget 2016/2017). This level is considered appropriate based on the level of renewal need in the 2016/2017 financial year.

Future renewal requirements for each asset class will be detailed in the respective asset management plans for that class of assets. As noted above, the asset management plans are expected to be completed for all asset classes by the end of 2016.

Options for Consideration

There are no options relating to this content of this report.

Financial and Resource Implications

There are no specific financial or resource implications arising from this report, though it is noted that this report does deal with financial issues relating to the management of Council's asset base.

- Actions arising from the Asset Management Strategy will be managed within existing and future budget allocations and processes.
- Further details on the financial implications for each asset class are to be contained within the respective asset management plan for that asset class. It is planned that up-to-date asset management plans would be in place by the end of 2016.

Risk Management

The management of assets involves the management of risk associated with those assets; however there are no specific risk management issues associated with this report. Risk management for each asset class is separately covered in the respective asset management plan for that class.

Policy Implications

Economic Development

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

Environmental Sustainability

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

Human Rights, Equity and Inclusion

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

Other

There are no other factors which impact on this report.

Future Actions

- Review of asset management plans by end of 2016. These plans will be presented to Council for adoption as they are completed.
- Further report to Council on progress of implementation of the Asset Management Strategy in 2017.

Consultation and Advocacy

- Assets and Properties

Related Documents

- Strategic Asset Management Initiatives – Progress Report at Dec 2015 (**Appendix A**)
- Depreciation Calculations: Quality Issues and Improvement Actions (**Appendix B**)
- *Asset Management Policy*, Darebin City Council, 2014
- *Asset Management Strategy*, Darebin City Council, 2015
- *Council Plan 2013-2017*, Darebin City Council, 2013
- *City of Darebin Annual Report 2012-13*, Darebin City Council, 2013
- *City of Darebin Annual Report 2013-14*, Darebin City Council, 2014
- *City of Darebin Annual Report 2014-15*, Darebin City Council, 2015
- *Road Asset Management Plan*, Darebin City Council, 2009
- *Drainage Asset Management Plan*, Darebin City Council, 2007
- *Building Asset Management Plan*, Darebin City Council, 2007
- *Open Space Asset Management Plan*, Darebin City Council, 2010
- *ISO 55001:2014*, ISO, 2014
- *International Infrastructure Management Manual*, NAMS, 2011
- *Asset Management and Maintenance by Councils*, Victorian Auditor General's Office, 2014
- *Proposed Budget 2016/2017: Budget Report for Public Display*, Darebin City Council, 2 May 2016

Disclosure of Interest

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

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

Strategic Asset Management Initiatives Progress Update December 2015

Strategic asset management initiatives are measured using the National Asset Management Assessment Framework (NAMAF) as developed by the Municipal Association of Victoria as part of their Step asset management improvement program. Progress is noted [brackets] against the **Core** and **Advanced** scores.

Asset Management Aspect	Progress and Future Actions
Strategic Long Term Plan	<p>Core – <i>Current Score 100 (Excellence)</i> [- no change]</p> <ul style="list-style-type: none"> • No further action required <p>Advanced – <i>Current score 95 (Excellence)</i> [↑ previous score 93]</p> <ul style="list-style-type: none"> • Develop a strategic longer term plan with a 20 year horizon (Community Plan) • Political decision making is fully informed by optimised life cycle costings • Long term financial plan to include sensitivity analysis and scenario modelling to support optimised decision making [additional analysis is being added to the LTFP in response to rate capping]
Annual Budget	<p>Core – <i>Current Score 100 (Excellence)</i> [- no change]</p> <ul style="list-style-type: none"> • No further action required <p>Advanced – <i>Current Score 100 (Excellence)</i> [- no change]</p> <ul style="list-style-type: none"> • No further action required
Annual Report	<p>Core – <i>Current Score 100 (Excellence)</i> [- no change]</p> <ul style="list-style-type: none"> • No further action required <p>Advanced – <i>Current Score 100 (Excellence)</i> [- no change]</p> <ul style="list-style-type: none"> • No further action required
Asset Management Policy	<p>Core – <i>Current Score 100 (Excellence)</i> [- no change]</p> <ul style="list-style-type: none"> • No further action required <p>Advanced – <i>Current Score 100 (Excellence)</i> [- no change]</p> <ul style="list-style-type: none"> • No further action required
Asset Management Strategy	<p>Core – <i>Current Score 100 (Excellence)</i> [↑ previous score 83]</p> <ul style="list-style-type: none"> • No further action required [Asset Management Strategy adopted by Council] <p>Advanced – <i>Current Score 100 (Excellence)</i> [↑ previous score 88]</p> <ul style="list-style-type: none"> • No further action required
Asset Management Plans	<p>Core – <i>Current Score 76 (Proficient)</i> [- no change]</p> <ul style="list-style-type: none"> • Various actions to improve asset mgt for each asset class <p>Advanced – <i>Current Score 74 (Proficient)</i> [- no change]</p> <ul style="list-style-type: none"> • Various actions to improve asset mgt for each asset class

Asset Management Aspect	Progress and Future Actions
Governance & Management	<p>Core – Current Score 100 (Excellence) [↑ previous score 96]</p> <ul style="list-style-type: none"> No further action required [plan for internal promotion of asset management prepared] <p>Advanced – Current Score 92 (Excellence) [↑ previous score 90]</p> <ul style="list-style-type: none"> Ensure ongoing accountability mechanisms Monitoring and reporting on Community and Technical levels of service to Council and Executive Management Team Annual ‘State of the Assets’ reports provided to Council
Levels of Service	<p>Core – Current Score 75 (Proficient) [↑ previous score 69]</p> <ul style="list-style-type: none"> Develop levels of service in consultation with the community for all asset classes that define, quantify, document and cost community and technical levels of service Define levels of service within asset management plans [levels of service being defined through rate capping response] Incorporate technical levels of service within service agreements and maintenance/operational/capital procedures <p>Advanced – Current Score 64 (Proficient) [↑ previous score 56]</p> <ul style="list-style-type: none"> Identify costs associated with levels of service Community levels of service are developed in consultation with the community, demographics, trend analyses and customer feedback Develop a communication plan to communicate infrastructure issues to the community and other external stakeholders Cost of maintenance and operational activities are reported against adopted levels of service [costs of service activities are being collected as part of rate capping review] Regularly review community and technical levels of service in consultation with the community, determine financial impacts of any changes and incorporate changes within asset management plans and long term financial plan [levels of service being reviewed as part of response to rate capping]
Data & Systems	<p>Core – Current Score 91 (Excellence) [↑ previous score 81]</p> <ul style="list-style-type: none"> Improve asset register data quality and coverage [Created common data framework for asset information] Document condition survey and defect identification assessment methodologies for all asset classes Collect information in a manner that allows for benchmarking against other Councils [Asset management system has functionality to generate renewal and maintenance programs and produce cash flow forecasts] [Defined and documented procedures for determining asset management replacement and treatment unit rates]

Asset Management Aspect	Progress and Future Actions
	<p>Advanced – <i>Current Score 80 (Proficient)</i> [↑ previous score 75]</p> <ul style="list-style-type: none"> • Asset data made available to operations, design and planning staff across the organisation to assist with planning and undertaking works [availability of asset data has increased] • Improve documentation of analysis and management of risk associated with assets within an appropriate system • Asset condition surveys and defect assessments to be recorded against individual assets/components within the asset management system • Asset management system to be upgraded to predict of asset life • Asset management system to be integrated to the financial management system and property information system • Asset management system to hold/generate future maintenance and capital works programs for all asset classes • Asset management system to be capable of reporting on asset performance (requires definition and collection of asset performance data, e.g. service levels) • Development of asset data standards for all asset classes • Operating and maintenance costs are monitored via the asset management system • Establishment and documentation of procedures for using asset performance information to inform asset management and long term financial planning • Asset data and systems to be used to support service planning
<p>Skills & Processes</p>	<p>Core – <i>Current Score 95 (Excellence)</i> [↑ previous score 93]</p> <ul style="list-style-type: none"> • Review and adopt asset management plans on maximum four yearly cycle • [Developed asset management skills matrix] • Develop and implement processes for all asset classes for the collection and recording of asset data within the asset management information system upon the creation/receipt of new assets • [Developed formal handover processes following asset creation] <p>Advanced – <i>Current Score 88 (Excellence)</i> [↑ previous score 87]</p> <ul style="list-style-type: none"> • Asset management plans to be updated after each annual budget cycle • Develop process for incorporating research on asset condition and consumption into the determination of asset lives for all asset classes • Asset disposal policy/ies to be developed for all asset classes • Process to be developed for assessment of asset impacts of service reviews • Asset failures and causes of failures are recorded and analysed to trends and rectification strategies • Optimised decision making framework to be developed

Evaluation	<p>Core – <i>Current Score 83 (Excellence)</i> [↑ previous score 75]</p> <ul style="list-style-type: none">• Technical levels of service to be developed for all asset classes and then monitored and performance reported to Council• Community levels of service to be developed for all asset classes and then monitored and performance reported on <p>Advanced – <i>Current Score 78 (Proficient)</i> [↑ previous score 75]</p> <ul style="list-style-type: none">• Document process to evaluate asset management improvements• Community levels of service to be developed, monitored and reported against targets• Technical levels of service to be developed, monitored and reported against targets
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Appendix B

Depreciation Calculations: Data Quality Issues and Improvement Actions

Element	Description	Quality Issues	Improvement Actions
Quantity	Number of assets (usually expressed in terms of a 'unit', e.g. m ²)	<ul style="list-style-type: none"> - Not all assets included in asset register - Asset registers include assets that do not exist / no longer possessed by Council - Asset registers include assets that do not belong to Council 	<ul style="list-style-type: none"> - Review asset registers - Asset data capture - Have and follow procedures for asset recognition - Have and follow procedures for asset disposal
Unit Cost	Cost of individual asset (\$/unit)	<ul style="list-style-type: none"> - Unit rates vary from year to year (<i>e.g. price of oil affects price of asphalt</i>) - Construction methods vary by asset (<i>not all assets of the same type were created equal</i>) - Improvements in asset technology (<i>reducing or increasing unit costs</i>) - 'Greenfield' valuation vs. 'brownfield' renewal (<i>issue between the cost of renewal in a valuation vs. real life costs</i>) 	<ul style="list-style-type: none"> - Review unit rates each year - Have sufficient number of unit rates to cover various asset replacement scenarios - Adjust unit rates to ensure that asset renewal costs reflect modern equivalent assets (or the type of asset that will be replaced, e.g. bluestone lanes) - Note that valuations are based on 'greenfield' costs and do not include allowances for working in 'live' environments.
Useful Life	How long the asset will remain in service (in years)	<ul style="list-style-type: none"> - Asset lives can be inaccurate as many assets have not 'lived' a full life (<i>e.g. Council has concrete drainage pipes which were constructed in 1901 which are still in good condition</i>) - Asset lives are based on estimated average levels of use (<i>actual use varies from asset to asset</i>) 	<ul style="list-style-type: none"> - Review asset lives each year - Undertake condition inspections on regular basis to monitor performance and measure life estimates. - Measure asset usage (to better estimate consumption) - Undertake maintenance to achieve design life - Split asset types and assign different lives where significant differences in use exist - Improve understanding of asset failure modes

8. NOTICES OF MOTION

8.1 EDGARS CREEK BLOCKAGE

NOTICE OF MOTION NO. 287 CR. ANGELA VILLELLA

Take notice that at the Ordinary meeting to be held on 20 June 2016, it is my intention to move:

That the Mayor write to Melbourne Water as a matter of urgency requesting it to:

- (1) *Undertake an immediate clearing of the over grown reeds and other matter causing blockage to the natural flow of water at Edgars Creek between Glasgow Avenue and Broadhurst Avenue.*
- (2) *Examine the surrounding area in response to residents' concerns regarding flooding and provide a report to council and effected residents.*

Notice Received: 7 June 2016

Notice Given to Councillors: 14 June 2016

Date of Meeting: 20 June 2016

8.2 PUBLIC QUESTION TIME

NOTICE OF MOTION NO. 288 CR. GAETANO GRECO

Take notice that at the Ordinary meeting to be held on 20 June 2016, it is my intention to move:

That Council:

- (1) *Note that many residents feel disenfranchised and frustrated by not having the opportunity to directly ask questions during question time at Council meetings.*
- (2) *As a matter of democratic principle and direct community participation Council immediately reinstate the opportunity for residents to directly ask question at council meeting during question time.*

Notice Received: 7 June 2016

Notice Given to Councillors: 14 June 2016

Date of Meeting: 20 June 2016

8.3 PRESTON MARKET**NOTICE OF MOTION NO. 289 CR. GAETANO GRECO**

Take notice that at the Ordinary meeting to be held on 20 June 2016, it is my intention to move:

That Council:

- (1) *Note the lack of response from Salta Properties regarding Council's letter dated 21st March 2016 to reconsider their opposition to into a Section 173 Agreement to legally protect the market as part of any future Development.*
- (2) *Write a follow up letter to Salta Properties requesting that they respond to Council's letter and reconsider their position in safeguarding the future of Preston Market.*

Notice Received: 7 June 2016

Notice Given to Councillors: 14 June 2016

Date of Meeting: 20 June 2016

8.4 FUTURE FUNDING OF BUNDOORA PARK**NOTICE OF MOTION NO. 290 CR. GAETANO GRECO**

Take notice that at the Ordinary meeting to be held on 20 June 2016, it is my intention to move:

That Council write to the relevant Minister (cc Local State MPs) and Parks Victoria with the intent of calling a high level meeting to discuss future funding of Bundoora Park as a Regional state funded Park under Council management.

Notice Received: 7 June 2016

Notice Given to Councillors: 14 June 2016

Date of Meeting: 20 June 2016

9. URGENT BUSINESS**10. GENERAL BUSINESS**

Nil

11. PETITIONS**11.1 PARKING IN GEORGE STREET, PRESTON**

Recommendation

That Council:

- (1) Note the Petition tabled at the Council meeting on 6 June 2016 and circulated to Councillors at that meeting.
- (2) Note the Petition as being brought back to Council for consideration in accordance with the *Governance Local Law 2013*.

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:

- Councillor Special Strategic Workshop – 24 May 2016
- Government Briefing – 27 May 2016
- Darebin Aboriginal Advisory Committee – 1 June 2016
- CEO/Councillor Briefing Session – 6 June 2016
- Councillor Strategic Workshop – 6 June 2016
- Darebin Environmental Reference Group – 8 June 2016

Recommendation

That the record of the Assembly of Councillors held on 24 and 27 May and 1, 6 and 8 June 2016 be noted and incorporated in the minutes of this meeting.



ASSEMBLY OF COUNCILLORS PUBLIC RECORD

ASSEMBLY DETAILS:	Title: Councillor Special Strategic Workshop Date: Tuesday 24 May 2016 Location: Conference Room, Darebin Civic Centre
PRESENT:	Councillors: Cr. Vince Fontana (Mayor), Cr. Bo Li, Cr. Angela Villella, Cr. Julie Williams, Cr. Tim Laurence (until 5.56 pm), Cr. Gaetano Greco, Cr. Oliver Walsh (from 6.35 pm). Council Staff: Rasiah Dev, Gavin Cator, Katrina Knox, Steve Hamilton, Jacinta Stevens, Alexis Young, Cheryl Hermence (until 5.50 pm), Teneille Summers (until 5.50 pm), Darren Rudd (from 6.20 pm), Leah Mosel (from 6.20 pm), Jo Cuscaden (from 6.20 pm), Melissa Thyer (from 6.20 pm). Other: Peter Marshall – K2 Group (from 6.20 pm) Ray Bartlett Raylink Consulting (from 6.20 pm) Bernard Shephard Raylink Consulting (from 6.20 pm)
APOLOGIES:	

The Assembly commenced at 5.35 pm

MATTERS CONSIDERED		DISCLOSURES AND COMMENTS
1	Outcome – Royal Commission into Family Violence - Verbal	No disclosures were made.
2	Councillor Code of Conduct - Verbal	No disclosures were made.
3	Financing - Verbal	No disclosures were made.
4	Grade Separation - Verbal	No disclosures were made. Cr. Walsh was absent from 6.40 pm to 6.41 pm.

The Assembly concluded at 7.29 pm

RECORD COMPLETED BY:	Officer Name: Alexis Young Officer Title: Executive Coordinator & Councillor Liaison
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ASSEMBLY OF COUNCILLORS PUBLIC RECORD

ASSEMBLY DETAILS:	Title: Government Briefing Date: Friday 27 May 2016 Location: Reservoir Community and Learning Centre, Edwardes Street, Reservoir.
PRESENT:	Councillors: Cr. Vince Fontana (Mayor), Cr. Bo Li, Cr. Angela Villella, Cr. Julie Williams, Cr. Oliver Walsh (from 4.47 pm), Gaetano Greco (from 4.50 pm) Council Staff: Rasiah Dev, Gavin Cator, Steve Hamilton, Jacinta Stevens, Sally Jones, Tiffany White, Deb Equid, Alexis Young, Bronwyn Ryan-Mercer, Kobi Austin, Shiva Balakrishnan. Other: Hon David Feeney MP, Ben Maxfield, Hon Robin Scott MP, Steve Gagen, Hon Fiona Richardson MP, Hon Jenny Mikakos MP.
APOLOGIES:	Cr. Trent McCarthy, Cr. Steven Tsitas, Cr. Tim Laurence, Katrina Knox, Mr Colin Brooks MP, Ms Bronwyn Halfpenny MP, Mr Craig Ondarchie MP, Mr Nazih Elasmir MP, Ms Alison Donohue, Ms Fiona Patten MP, Douglas Leitch, Mr Greg Barber MP.

The Assembly commenced at 4.46 pm

MATTERS CONSIDERED		DISCLOSURES AND COMMENTS
1.	Government Briefing Presentation by Mayor Vince Fontana and CEO Rasiah Dev and question time with Ministers.	No disclosures were made. Cr. Walsh arrived at 4.47 pm. Cr. Greco arrived at 4.50 pm. Cr. Williams arrived at 5.10 pm. Cr. Walsh was absent from 5.25 pm to 5.26 pm. Cr. Villella was absent from 5.35 pm to 5.37 pm.

The Assembly concluded at 5.51 pm

RECORD COMPLETED BY:	Officer Name: Alexis Young Officer Title: Executive Coordinator & Councillor Liaison
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ASSEMBLY OF COUNCILLORS PUBLIC RECORD

ASSEMBLY DETAILS:	Title:	Darebin Aboriginal Advisory Committee
	Date:	Wednesday 9 June 2016
	Location:	Council Chambers, 350 High Street, Preston
PRESENT:	Councillors:	Cr. Gaetano Greco
	Council Staff:	Mandy Bathgate, Stuart McFarlane, Jenaya Kastamonits Kobi Austin(Trainee) Amelia Basset, Vicky Guglielmo
	Other:	Members of the Darebin Aboriginal Advisory Committee
APOLOGIES:		Alan Brown, Uncle Ron Jones(Wurundjeri Elder) Nicole Bloomfield, Jason Kelly, Kelli Bartlett

The Assembly commenced at 4.00 pm

MATTERS CONSIDERED		DISCLOSURES AND COMMENTS
1	Declaration of conflict and advanced notice of any Aboriginal Women's and men's business	No disclosures were made
2	Possible restoration or recreation of Darebin Aboriginal murals	No disclosures were made
3	DEEC - Darebin Community monument for Victims of genocide	No disclosures were made
4	Merri Health – Introduction of Services for Aboriginal and Torres Strait Islander people	No disclosures were made
5	Batman Park- Renaming Update	No disclosures were made
6	Updates from actions arising from previous minutes <ul style="list-style-type: none"> • Treaty Discussion • Spiritual Healing Walk • Darebin Aboriginal curriculum 	No disclosures were made
7	General Business <ul style="list-style-type: none"> • Treaty- what does this mean at a local Government level 	No disclosures were made
8	Meeting Close	No disclosures were made

The Assembly concluded at 6.00 pm

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



ASSEMBLY OF COUNCILLORS PUBLIC RECORD

ASSEMBLY DETAILS:	Title:	CEO/Councillor Briefing Session
	Date:	Monday, 6 June 2016
	Location:	Function room
PRESENT:	Councillors:	Councillors Vince Fontana, (Mayor), Oliver Walsh, Gaetano Greco. Tim Laurence, Bo Li, Trent McCarthy, Steven Tsitas, Angela Villella, Julie Williams
	Council Staff:	Rasiah Dev,
	Other:	Nil
APOLOGIES:		Nil

The Assembly commenced at 5.30 pm

MATTERS CONSIDERED		DISCLOSURES AND COMMENTS
1	CEO briefed Councillors on the recent supplementary standing orders resolved by Monash Council to control behavioural issues of the Council	No disclosures were made
2	Councillors were informed of the recent lease offer of Preston Girls Secondary College land to be reported to Council in June 2016.	No disclosures were made
3	VicTrack has offered Council land at 45 Merri Parade, Northcote. This is to be briefed in June 2016 for Council report in July 2016.	No disclosures were made
4	Council will receive briefing on following policy issues shortly: <ul style="list-style-type: none"> • Crossover policy • Parking Management Strategy • Minor Land Sale Policy 	No disclosures were made
5	Regional Animal Welfare Facility is being constructed in Whittlesea for possible commissioning in 2017.	No disclosures were made

MATTERS CONSIDERED		DISCLOSURES AND COMMENTS
6	Council was briefed on the correspondence received from Local Government Investigations and Compliance Inspectorate commenting on Darebin's progressive and transparent procurement policy and practice.	No disclosures were made

The Assembly concluded at 6.05 pm

RECORD COMPLETED BY:	Officer Name: Rasiah Dev
	Officer Title: Chief Executive Officer



ASSEMBLY OF COUNCILLORS PUBLIC RECORD

ASSEMBLY DETAILS:	Title:	Councillor Strategic Workshop
	Date:	Monday 6 June 2016
	Location:	Function Room, Darebin Civic Centre
PRESENT:	Councillors:	Cr. Vince Fontana (Mayor), Cr. Steven Tsitas, Cr. Julie Williams, Cr. Tim Laurence, Cr. Gaetano Greco, Cr. Bo Li, Cr. Angela Vilella, Cr. Trent McCarthy (from 6.40 pm).
	Council Staff:	Rasiah Dev, Steve Hamilton, Katrina Knox, Jacinta Stevens, Darren Rudd. Jo Cuscaden (6.10 pm to 6.36 pm)
	Other:	Murray Brassington, Peter Korkolis and Chris Allen of Baldasso Cortese Architects.
APOLOGIES:		Cr. Oliver Walsh

The Assembly commenced at 6.08pm

MATTERS CONSIDERED		DISCLOSURES AND COMMENTS
1	Australia Post Development (Verbal)	No disclosures were made. Cr. Tsitas absent from 6.10 pm to 6.29 pm.
2	Preston Market Redevelopment Update on Planning Applications (Verbal)	No disclosures were made. Cr. Vilella left the meeting at 6.39 pm Cr. Laurence left the meeting at 6.40 pm
3	Update on Grade Separations (Verbal) – Deferred.	No disclosures were made.
4	Strategic Projects: Multi Sports Stadium – Update 3 – Deferred.	No disclosures were made.
5	Status of Reports and GB's Outstanding	No disclosures were made.

The Assembly concluded at 6.55 pm

RECORD COMPLETED BY:	Officer Name:	Katrina Knox
	Officer Title:	Director Community Development



ASSEMBLY OF COUNCILLORS PUBLIC RECORD

ASSEMBLY DETAILS:	Title:	Darebin Environment Reference Group
	Date:	Wednesday 8 June 2016
	Location:	Room 2B, First Floor, Northcote Town Hall
PRESENT:	Councillors:	Cr. Trent McCarthy
	Council Staff:	Libby Hynes, Melanie Del Monaco and Anna Haygreen
	Other:	Community members.
APOLOGIES:		Cr. Steven Tsitas

The Assembly commenced at 7:05 pm

MATTERS CONSIDERED		DISCLOSURES AND COMMENTS
1	Welcome	No disclosures were made.
2	Assembly of Councillors	No disclosures were made.
3	Car share and car ownership in Darebin	No disclosures were made.
4	Darebin Compost Programs	No disclosures were made.
5	Refrigerator no interest loan schemes	No disclosures were made.
6	Aurora Waste Energy Tour	No disclosures were made.
7	Fossil Fuel Divestment Strategy	No disclosures were made.
8	Nightingale 2.0 and Sustainable Developments	No disclosures were made.
9	Council budget adoption and submissions	No disclosures were made.
10	Discussion about various matters discussed at Council meetings	No disclosures were made.
11	Environmental Project Updates	No disclosures were made.
12	Merri Creek Exhibition at Libraries	No disclosures were made.
13	Draft Tourism Strategy	No disclosures were made.

The Assembly concluded at 9.00 pm

RECORD COMPLETED BY:	Officer Name:	Anna Haygreen
	Officer Title:	Environmental Education and Promotions Officer

13. REPORTS BY MAYOR AND COUNCILLORS

Recommendation

That Council note the Reports by Mayor and Councillors.

14. CONSIDERATION OF REPORTS CONSIDERED CONFIDENTIAL

CLOSE OF MEETING

MOVED: Cr.
SECONDED: Cr.

That in accordance with section 89(2) of the *Local Government Act 1989*, Council resolves to close the meeting to members of the public to consider the following item which relates to a contractual matter:

14.1 Acquittal of Sport and Recreation Victoria Community Sports Infrastructure Fund Grant

RE-OPENING OF MEETING

MOVED: Cr.
SECONDED: Cr.

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

CONFIDENTIAL**14.1 ACQUITTAL OF SPORT AND RECREATION VICTORIA
COMMUNITY SPORTS INFRASTRUCTURE FUND GRANT**

Author: Manager Leisure and Public Realm

Reviewed By: Director Community Development

Report Background

Council is required to acknowledge the completion of the Darebin Major Regional Leisure Facilities Study 2014 as part of the acquittal process for the Sport and Recreation Victoria (SRV) grant.

Previous Council Resolution

Council resolution of 5 November 2014 endorsed Council to proceed with concept options at Northcote Aquatic and Recreation Centre (NARC) site.

Previous Briefing(s)

Councillor Workshop (Narc redevelopment) 9 March 2016

Council Plan Goal/Endorsed Strategy

- Council Plan 2013 – 2017: Strategies - 2.6 Community health and fitness; and access to opportunities; 2.10 Social and physical connectedness; 2.13 equitable access for all; 2.15 equity in sport; 5.2 access and inclusion
- Darebin Health and Wellbeing Plan 2013 – 2017: Goal 4 – build healthy, safe and accessible places for people to play and connect; goal 5 protect and promote Darebin people’s physical health (5.3 – increase regular physical activity for all)
- Darebin Leisure Strategy (2010 – 2020) and Leisure Services Action Plan 2015 - 2020

Summary

Council received a grant of \$50,000 from SRV in 2014/2015 to undertake the Darebin Major Regional Leisure Facilities Study. The study reviewed and made recommendations on a range of leisure facilities in Darebin including the Northcote Aquatic and Recreation Centre (NARC), Reservoir Leisure Centre (RLC) and Darebin Indoor Sports Centre (DISC).

The study provided concept plans for the redevelopment of NARC that will be considered and inform the NARC Masterplan development planned to be commence in the 2016/2017 financial year.

The study also provided strategic actions as a way forward for the other facilities and allied sports including planning for the implementation of the RLC masterplan, resurfacing the outdoor courts at Darebin Community Sports Centre and engagement and collaboration with key stakeholders.

Recommendation

That the Council report and resolution remain confidential.

15. CLOSE OF MEETING