



GLEN EIRA CITY COUNCIL

ORDINARY COUNCIL MEETING

WEDNESDAY 7 NOVEMBER 2018

AGENDA

**Meeting to be held in the Council Chambers,
Corner Hawthorn & Glen Eira Roads, Caulfield
At 7.30 pm**

*"The primary object of a Council
is to endeavour to achieve
the best outcomes for the local community
having regard to the
long term and cumulative effects of decisions."*

- s3c(1) Local Government Act

Councillors: The Mayor, Councillor Jamie Hyams
Councillor Tony Athanasopoulos
Councillor Clare Davey
Councillor Mary Delahunty
Councillor Margaret Esakoff
Councillor Jim Magee
Councillor Joel Silver
Councillor Dan Sztrajt
Councillor Nina Taylor

Chief Executive Officer: Rebecca McKenzie

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10. URGENT BUSINESS**11. ORDINARY BUSINESS**

- 11.1 Requests for reports from Officers**
- 11.2 Right of reply**
- 11.3 Councillor questions**
- 11.4 Public questions to Council**

12. CONSIDERATION OF IN CAMERA ITEMS

That pursuant to Section 89(2) of the Local Government Act 1989, the Council resolves that so much of this meeting be closed to members of the public, as it involves Council consideration of matters coming within some or all of the following categories listed in Section 89(2) of such Act.

- (a) Personnel matters;
- (b) The personal hardship of any resident or ratepayers;
- (c) Industrial matters;
- (d) Contractual matters;
- (e) Proposed developments;
- (f) Legal advice;
- (g) Matters affecting the security of Council property;
- (h) Any other matter which the Council or Special Committee considers would prejudice the Council or any person;
- (i) A resolution to close the meeting to members of the public.

- 12.1 Deed of Consent Aged Care
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13. CLOSURE OF MEETING



**AGENDA for the ORDINARY MEETING OF THE
GLEN EIRA CITY COUNCIL to be held on WEDNESDAY 7th NOVEMBER 2018**

1. ACKNOWLEDGEMENT

In the spirit of respect, Council acknowledges the people and elders of the Boon Wurrung people of the Kulin Nation past and present who have traditional connections and responsibilities for the land on which Council meets.

2. APOLOGIES

3. OATH OF OFFICE AND DISCLOSURES OF INTERESTS

Councillors are reminded that we remain bound by our Oath of Office to undertake the duties of the office of Councillor in the best interests of the people of the municipal district of Glen Eira and to faithfully and impartially carry out the functions, powers, authorities and discretions vested in us under the Local Government Act or any other Act, to the best of our skill and judgement.

Councillors are also reminded of the requirement for disclosure of conflicts of interest in relation to items listed for consideration on the Agenda, or which are considered at this meeting, in accordance with Sections 77 to 79 of the Local Government Act.

4. CONFIRMATION OF MINUTES OF PREVIOUS COUNCIL MEETINGS

Copies of Minutes previously circulated.

Recommendation

That the minutes of the Ordinary Council Meeting held on 16 October 2018, the Special Council Meeting held on 23 October 2018 and the Special Council Meeting held on 31 October 2018 be confirmed.

5. **RECEPTION AND READING OF PETITIONS AND JOINT LETTERS**

6. **DOCUMENTS FOR SEALING**

7. **REPORTS BY DELEGATES APPOINTED BY COUNCIL TO VARIOUS
ORGANISATIONS**

8. REPORTS FROM COMMITTEES**8.1 Advisory Committees**

- a. Community Consultation Advisory Committee - 10 October 2018

Recommendation

That the minutes of the Community Consultation Advisory Committee meeting held on 10 October 2018 be received and noted and that the recommendations of the Committee be adopted.

8.2 Records of Assembly

- a. 3 October 2018
- b. 9 October 2018
- c. 16 October 2018 (pre-meeting)
- d. 20-21 October 2018 (Councillor Workshop)

Recommendation

That the Records of the Assemblies as shown below be received and noted.

- a. 3 October 2018
- b. 9 October 2018
- c. 16 October 2018 (pre-meeting)
- d. 20-21 October 2018 (Councillor Workshop)



**Community Consultation Advisory Committee Meeting
Minutes
Wednesday 10 October 2018**

Purpose:

To make recommendations to Council in relation to the ways in which Council consults with residents, ratepayers and other stakeholders in the community to ensure maximum participation, communication and value to the community.

Meeting opened at 6.35pm

1. Present

Cr Mary Delahunty (Chair)
Cr Jamie Hyams
Cr Tony Athanasopoulos
Elizabeth Orlov – Community Representative
Dr Iris Levin - Community Representative
Ann Van Leerdam - Community Representative
Megan Dunkley - Community Representative
Mark Saunders – Acting Director Community Wellbeing
Gaye Stewart – Manager Community Development and Care
Sharon Sykes – Coordinator Community Planning and Engagement

Guest

Sarah Bishop – Consultant: Activate Consulting

2. Matters Considered

- i. Actions from last meeting:
 - Quarterly Engagement Report: draft Dashboard Report and Full Report (new format)
 - Acknowledgement of Country on website
- ii. Presentation and discussion – Community Voice
- iii. Community Voice Survey Two Summary Report
- iv. Quarterly community engagement report April-June 2018
- v. Online Chat platform
- vi. Community Engagement Toolkit and internal training

i. Actions from last meeting:

The Committee noted that:

- a new draft Dashboard Report for future Quarterly Engagement Reports was tabled for discussion. Feedback from Committee members is welcome and it was suggested that a discussion about evaluation of the quality of engagement activities would be useful.
- an Acknowledgement of Country is now on Council's website and was provided for the information of Committee members.

Action: Next meeting agenda of the Committee to include an item to discuss qualitative evaluation for future engagement reporting.

ii Presentation and discussion – Community Voice

Sarah Bishop from Activate Consulting presented a reflection on the establishment of Community Voice, including strategies to achieve demographic representation inclusiveness and maximum community involvement. The participation rates for the first three surveys completed to date are higher than industry averages. Reflections for future management of Community Voice include:

- the need for ongoing targeted recruitment to ensure representation;
- ongoing regular communications to engage Community Voice members and keep the momentum going;
- ensuring a high level of reporting back to Community Voice members, outcomes and decisions to demonstrate the value of their participation;
- considering recognition and celebration – eg. 1 year acknowledgement
- thinking about offering an option of a face-to-face engagement with Community Voice members; and
- testing various incentivising options to maximise interest from the hard-to-reach groups such as 18-24 year olds.

Action: The PowerPoint slides of the presentation to be circulated to Committee members.

iii Community Voice Survey Two Summary Report

The Summary Report for the second Community Voice survey was tabled and discussed. Committee members were interested to know how the questions have been asked and what feedback is provided to Community Voice members to let them know how their responses have been used to influence decisions. The reporting back is provided in the Summary Report and also through the periodic newsletters.

Action: Community Voice questions to be circulated to Committee members with Summary reports.

Copies of Community Voice Newsletters to be sent to Committee members.

iv Quarterly community engagement report April-June 2018

The quarterly report for April-June 2018 was tabled and noted. The Committee agreed that activities that are not community engagement, but rather information only, should not be included in future reporting.

The trends shown over the past 12 months suggest that engagement could be spread out more across the year rather than being concentrated between October and March and that more face-to-face engagement should be considered.

The Committee requested that the All Abilities engagement be evaluated once it is complete and suggested that a representative from the Disability Advisory Committee might attend a future meeting to reflect on the effectiveness of the engagement techniques used.

v Online Chat platform

The Committee discussed the Council and Community Plan 2018-19 commitment to establish an online chat platform and raised a number of queries about the purpose, format, promotion and presentation of a live chat method of engagement.

The Committee requested that examples in other Councils be sent with the minutes and that this initiative is discussed again at the next meeting. It was suggested that a guest speaker from a Council that has undertaken such an initiative could be invited to attend the Committee meeting.

Action: Links of examples of online chat platforms to be sent to Committee members.

An Online Chat project will be listed for discussion at the next Committee meeting with a possible guest from another Council invited to address the Committee.

vi Community Engagement Toolkit and internal training

The Community Engagement toolkit and plans for staff training summary was tabled and noted.

vii Other Business

The title of the Committee was discussed and the view of the whole committee was that it should be renamed the Community Engagement Advisory Committee.

Recommendation: That the Community Consultation Committee be renamed the Community Engagement Committee

Moved: Cr Delahunty

**Seconded: Cr Hyams
Motion passed unanimously**

It was agreed that light refreshments will be provided at future meetings given the start time of 6.30pm.

Meeting closed : 7:56pm

Next meeting to be determined

Assembly of Councillors

3 October 2018

Record under S 80 A (2)

Meeting commenced at 6.46PM.

A. Present

Cr Jamie Hyams
Cr Jim Magee
Cr Joel Silver
Cr Dan Sztrajt
Cr Nina Taylor

Council Officers

Rebecca McKenzie, CEO
Peter Swabey
Peter Jones
Ron Torres
Amarita Kinnoo
Alexandra Fry
Matthew Barbetta
Gaye Stewart

B. Matters considered.

1. Apologies – Cr Tony Athanasopoulos, Cr Clare Davey, Cr Mary Delahunty and Cr Margaret Esakoff
2. Draft Outer Circle Management Plan (Boyd Park)
3. Advance item for the 16 October 2018 OCM: Glen Eira Reconciliation Action Plan 2018-2020

7.14pm Cr Magee left the Assembly

4. Advance item for the 16 October 2018 OCM: Municipal Public Health and Wellbeing Plan 2018-2020
5. Advance item for the 16 October 2018 OCM: Citizen of the Year - Nomination of Committee Members
6. Advance item for the 16 October 2018 OCM: Road Management Plan (RMP) Amendment

7.20pm Cr Magee returned to the Assembly

7. MAV October State Council Motions
8. Proposed Council Meeting Schedule for 2019
9. Councillor Appointments to External and Advisory Committees

10. General Business

- Councillor Silver - Pedestrian island on Orrong Crescent
- CEO - Advocacy Breakfast
- Director Planning and Place – Application for heritage controls.
- Director Community Wellbeing – Community Grant application
- CEO
 - o Trams.
 - o Pick My Project announcements.
- Cr Hyams
 - o Insurance Costs.
 - o East Village.
- Cr Sztrajt
 - o October Citizenship Ceremony
 - o Mobile phone tower

Assembly finished at 8.31pm

Assembly of Councillors

9 October 2018

Record under S 80 A (2)

Meeting commenced at 6.45PM.

A. Present

Cr Tony Athanasopoulos (Mayor)
Cr Clare Davey
Cr Mary Delahunty
Cr Jamie Hyams
Cr Jim Magee
Cr Joel Silver
Cr Dan Sztrajt

Council Officers

Rebecca McKenzie (CEO)
Ron Torres
Peter Swabey
Sam Krull
Mark Saunders
Aidan Mullen
Paul Wood
Janice Pouw

B. Matters considered.

1. Apologies – Cr Margaret Esakoff and Cr Taylor
2. East Village

7.51pm Cr Delahunty left the Assembly and re-entered at 7.53pm.

8.20pm Cr Hyams left the Assembly and re-entered at 8.22pm

8.22pm Cr Davey left the Assembly.

8.24pm Cr Silver left the Assembly and re-entered at 8.25pm

8.25pm Cr Davey entered the Assembly

8.27 Cr Delahunty left the Assembly and re-entered at 8.30pm

8.40pm Assembly adjourned

8.58pm Assembly resumed

Present

Cr Tony Athanasopoulos (Mayor)
Cr Clare Davey
Cr Mary Delahunty
Cr Jamie Hyams
Cr Jim Magee
Cr Joel Silver
Cr Dan Sztrajt

3. General Business

Cr Silver – Health check requested for resident
Cr Hyams – Open Space Strategy
- Caulfield Racecourse Reserve Trust meeting
- Compliments received for Home and Community Care and from sporting clubs
- Elsternwick South Steering Committee
Cr Magee – Booran Reserve
Cr Delahunty - ABC Site
CEO – Councillor Planning Weekend

4. Draft Council Meeting Agenda – 16 October 2018

- Item 9.1 - 14 Emily Street, Carnegie

9.24pm Cr Sztrajt left the Assembly

- Item 9.2 - VCAT Watch
- Item 9.4 - Glen Eira Planning Scheme Review 2018
- Item 9.6 - Public Health and Wellbeing - mental health to be included
- Item 9.8 - Annual Report 2017-18
- Item 9.9 - Financial Management Report for the Period Ending
31 August 2018
- Item 9.10 - Audit Committee Member's Remuneration
- 11.1 – Requests for reports from Officers
- 12.1 Tender 2018.219 Provision of Building Cleaning Services

9.42pm Cr Delahunty left the Assembly

- 12.2 Tender 2018.217 Supply and Deliver of a Combination Drain Jetting and
Vacuuming Vehicle
- 12.3 Tender 2019.13 Provision of Arboricultural Services

Assembly finished at 9.44pm

Council Pre-Meeting

16 October 2018

Record under S 80 A (2)

Meeting Commenced at 6.46pm

A. Present

Cr Tony Athanasopoulos, Mayor
Cr Clare Davey
Cr Mary Delahunty
Cr Margaret Esakoff
Cr Jamie Hyams
Cr Jim Magee
Cr Joel Silver
Cr Dan Sztrajt
Cr Nina Taylor

Apologies - Nil

Officers

Rebecca McKenzie
Samantha Krull
Ron Torres
Peter Swabey
Gaye Stewart
Janice Pouw

B. Matters considered

1. Item 5 – Petition – Murrumbeena Station Precinct
2. Item 9.1 – 14 Emily Street, Carnegie
3. Item 9.4 – Glen Eira Planning Scheme Review 2018
4. Item 11.1 – Request for Report
 - Cr Delahunty – Plastic Free Initiatives in Glen Eira
 - Cr Magee – Pledges by Political Parties
4. Item 11.4 – Public Questions to Council
5. General Business
 - CEO – Date of Annual Meeting
 - Cr Athanasopoulos – Westall Road extension
 - MAV State Council Motions for 19 October 2018 meeting
 - CEO – Candidates Advocacy Breakfast
 - Cr Hyams – Advocacy ABC site

Pre-meeting finished at 7.27pm

Assembly of Councillors
Councillor's Strategic Workshop
20 - 21 October 2018
Record under S 80 A (2)

Saturday 20 October 2018

Workshop commenced at 9:10AM

A. Present

Cr Tony Athanasopoulos, Mayor
Cr Jim Magee
Cr Mary Delahunty
Cr Margaret Esakoff
Cr Jamie Hyams
Cr Joel Silver
Cr Dan Sztrajt
Cr Clare Davey

Rebecca McKenzie, CEO
Ron Torres
Samantha Krull
Peter Swabey
Peter Jones
Mark Saunders
Shweta Babbar
Keith Greaves (facilitator)

Apologies

Cr Nina Taylor

B. Matters considered.

1. Welcome, introduction and setting the scene – Mayor, CEO and Keith Greaves
2. Setting the Context – The Changing Face of Glen Eira
3. Smart Cities
4. Next Generation Community Planning
Cr Magee left the Assembly
5. Options for Future Service Delivery
Cr Silver left the Assembly
6. Our Collective Insights – Roadblocks and Tailwinds
7. Collaborations, Partnerships and Resourcing

Workshop finished at 5:00PM

Sunday 21 October 2018

Workshop commenced at 9:10AM

B. Present

Cr Tony Athanasopoulos, Mayor
Cr Jim Magee
Cr Mary Delahunty
Cr Jamie Hyams
Cr Dan Sztrajt
Cr Clare Davey

Rebecca McKenzie, CEO
Ron Torres
Samantha Krull
Peter Swabey
Peter Jones
Keith Greaves (facilitator)

Apologies

Cr Nina Taylor
Cr Joel Silver
Cr Margaret Esakoff

1. Our Council Plan and Councillor Aspirations
2. Our Current Work Program and Priorities

Workshop finished at 12:20PM

9. PRESENTATION OF OFFICERS REPORTS

9.1	31 Weeroona Road Murrumbeena
9.2	9-13 Derby Road, Caulfield East
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9.4	VCAT Watch
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9.8	Financial Management Report for the Period Ending 30 September 2018
9.9	Pledges by Political Parties

9.1 31 WEEROONA ROAD MURRUMBEENA

Author: Catherine Zhou, Principal Town Planner

Trim No: 18/1235689

Attachments: 1. Decision Plans
2. ResCode Table

PURPOSE AND SUMMARY

The purpose of this report is to provide an assessment and recommendation for a planning permit application for the construction of seven dwellings with basement car parking at 31 Weeroona Road, Murrumbena.

The application was advertised and 14 objections were received with concerns ranging from it being an inappropriate response to the neighbourhood character, an overdevelopment of the site and parking and traffic impacts.

Subject to conditions that improve the design detail, parking layout and reduce overlooking, the proposal is considered on balance to be generally in accordance with requirements of the Glen Eira Planning Scheme and it is recommended that a Notice of Decision to Grant a Planning Permit be issued.

The following plan shows the location of the subject site and the context of the surrounding area:



RECOMMENDATION

That Council issues a Notice of Decision to Grant a Planning Permit for Application No. GE/PP-31860/2018 for the construction of seven dwellings on the lot at 31 Weeroona Road, Murrumbene in accordance with the following conditions/grounds:

Amended plans

1. Before the commencement of the development, amended plans to the satisfaction of the Responsible Authority must be submitted to, and approved by, the Responsible Authority. The plans must be drawn to scale with dimensions and must generally accord with the Amended plans submitted with the application on 4 September 2018 (identified as Sheet 03-10, Rev A, prepared by Sketch Building Design, dated Jul 2018) but modified to show:
 - (a) A Landscape Plan in accordance with Condition 6;
 - (b) Increased the setback from the northern boundary of Bedroom 1 of Dwelling 4 and Bedroom 2 with ensuite of Dwelling 7 to a minimum of 3.5m;
 - (c) Fixed privacy screen to be provided for the west-facing windows for Bedroom 3 & 4 for Dwelling 7 in accordance with Clause 55.04-6 of the Glen Eira Planning Scheme;
 - (d) Height from the sills of the windows/bottom of the skylights associated with the habitable rooms at second floor to be no less than 1.7m above the finished floor level of second floor;
 - (e) A minimum 1 metre horizontal clearance to be provided between the edge of the proposed vehicle crossing and the edge of the existing stormwater pit;
 - (f) Swept path drawings to be provided by a suitable qualified traffic engineer to demonstrate the vehicle access to and from Garage 1 & 2 to the satisfaction of the Responsible Authority and a relocation of the vehicle turntable to achieve appropriate access to these garages;
 - (g) An updated section plan to show a minimum height clearance of 2.1 metres to be provided above the accessway ramp and within the basement car park levels. Headroom clearance above the ramp is required to be measured as per Figure 5.3 of AS2890.1:2004;
 - (h) An elevation of the front fence with the construction materials, external finishes and the height of each component of the fence measured from the nature ground level;
 - (i) Front fence to be no more than 1.8m in height;

General requirements

2. The layout of the site and size, design and location of buildings and works as shown on the endorsed plans must not be altered without the prior written consent of the Responsible Authority. *Note: This does not obviate the need for a permit where one is required.*
3. All outdoor lighting must be baffled and/or located to prevent light from the site causing detriment to the locality to the satisfaction of the Responsible Authority.
4. All pipes, fixtures, fittings and vents servicing any building on the site must be concealed in service ducts or otherwise hidden from view to the satisfaction of the Responsible Authority.

5. Privacy screens must be in accordance with the endorsed plans and must be installed prior to the occupation of the development. The privacy screens must be maintained to the satisfaction of the Responsible Authority.

Landscaping and tree protection

6. Before the commencement of buildings and works, an amended Landscape Plan must be submitted to, and approved by the Responsible Authority. When the Landscape Plan is approved, it will become an endorsed plan forming part of this Permit. The Landscape Plan must generally accord with the draft Landscape Plan submitted (Dwg No. L-TP1, Rev C, Prepared by John Patrick Landscape Architects, dated 3 Jul 2018) and incorporate the following:
- a) A survey, including botanical names, of all existing vegetation to be retained.
 - b) Buildings and trees (including botanical names) on neighbouring properties within 3 metres of the boundary.
 - c) A planting schedule of all proposed vegetation including botanical names; common names; pot sizes; sizes at maturity; quantities of each plant; and details of surface finishes of pathways and driveways.
 - d) Landscaping and planting within all open space areas of the site.
 - e) Advanced canopy trees (minimum 3.0 metres tall when planted) in the following areas:
 - i. 2 trees within the front setback of Dwelling 1
 - ii. 1 tree within the private open space areas of each of the Dwellings 2-7;
 - f) Tree protection measure for the neighbouring trees located along the southern boundary of the subject site in accordance with the recommendations in the submitted arborist report (prepared by John Patrick Landscape Architects, dated 25 May 2018) .
7. The landscaping as shown on the endorsed Landscape Plan must be carried out, completed and maintained to the satisfaction of the Responsible Authority.
8. The landscaping as shown the endorsed Landscape Plan must be maintained, and any dead, diseased or damaged plant replaced in accordance with the landscaping plan to the satisfaction of the Responsible Authority.
9. Prior to the commencement of the buildings and works (including demolition), a Tree Management Plan (TMP) in respect of Trees 2, 9 and other vegetation along the southern title boundary, as identified by the arb' report by John Patrick Landscape Architects, must be submitted to and approved by the responsible authority.

The TMP must include impact mitigation recommendations as per pages 11-13 of the arborist report for any tree nominated for retention. The management plan must set out the measures to be implemented by the owner to ensure the protection of the health and appearance of the specified trees. As appropriate the management plan must, at a minimum, include measures relating to:

- (a) the specification of Tree Protection Zones and Structural Root Zones;
- (b) The type, installation and maintenance of tree protection fencing;
- (c) Vehicular or pedestrian access within a tree protection zone
- (d) The protection of the canopies and trunks of the specified trees;
- (e) Specific details of any works proposed in any TPZ and how impacts will be mitigated.
- (f) Excavation within or near a tree protection zone;
- (g) Maintenance, including mulching and watering, of tree protection zones;

- (h) Appointment of a Project Arborist and schedule of Project Arborist inspections.

The TMP must include a program for the implementation of the proposed measures before, during and on completion of construction (including demolition). The tree protection measures set out in the TMP must be implemented to the satisfaction of the Responsible Authority. The TMP must not be modified unless otherwise agreed in writing by the Responsible Authority.

Car parking and access

10. Vehicular crossing(s) must be constructed as commercial type vehicle crossing with splayed to the satisfaction of the Responsible Authority and any existing crossing or crossing opening must be removed and replaced with footpath, naturestrip and kerb and channel to the satisfaction of the Responsible Authority.
11. Car spaces, access lanes and driveways as shown on the endorsed plans must not be used for any other purpose.
12. All disused or redundant vehicle crossings must be removed and the area re-instated with footpath, naturestrip and kerb and channel to the satisfaction of the Responsible Authority.
13. Prior to the completion of the ramp to the basement, written confirmation by a Licensed Land Surveyor must be provided to the Responsible Authority verifying that the basement ramp has been constructed in accordance with the endorsed plans with a gradient that meets Australian Standards. This must be provided to the satisfaction of the Responsible Authority prior to the construction of the levels above being commenced.

Management plans

14. Prior to the commencement of any site works including demolition and excavation, the owner must submit a Construction Management Plan to the Responsible Authority for approval. No works including demolition and excavation are permitted to occur until the Plan has been approved in writing by the Responsible Authority. The Plan must be to the satisfaction of the Responsible Authority and must provide details of the following: delivery and unloading points and expected frequency:
 - (a) delivery and unloading points and expected frequency;
 - (b) consideration of school hours, particularly peak pick up and drop off times;
 - (c) truck haulage routes, circulation spaces and queuing lanes;
 - (d) details how traffic and safe pedestrian access will be managed. These must be in the form of a Traffic Management Plan designed by a suitably qualified traffic practitioner;
 - (e) a liaison officer for contact by owners / residents and the Responsible Authority in the event of relevant queries or problems experienced;
 - (f) an outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services;
 - (g) any requirements outlined within this permit as required by the relevant referral authorities;
 - (h) hours for construction activity in accordance with any other condition of this permit;
 - (i) measures to control noise, dust, water and sediment laden runoff;

- (j) measures to ensure that sub-contractors/tradespersons operating on the site are aware of the contents of the Construction Management Plan;
- (k) any construction lighting to be baffled to minimise intrusion on adjoining lots.

Once approved the CMP will be endorsed to form part of this permit and must be complied with to the satisfaction of the Responsible Authority and must not be varied except with the written approval of the Responsible Authority.

15. The endorsed Waste Management Plan forms part of this permit and must be complied with to the satisfaction of the Responsible Authority and must not be varied except with the written approval of the Responsible Authority.

Permit Expiry

16. This Permit will expire if:

- The development does not start within two (2) years from the date of this Permit; or
- The development is not completed within four (4) years of the date of this Permit.

The Responsible Authority may extend the time referred to if a request is made in writing before this Permit expires or within six (6) months after the expiry date if the development has not commenced. If the development has commenced, the Responsible Authority may extend the time referred to if a request is made in writing within twelve (12) months of the expiry date.

Notes:

- A. The amendments specified in Condition 1 of this Permit and any additional modifications which are “necessary or consequential” are those that will be assessed by Council when plans are lodged to satisfy that condition. Any “necessary or consequential” amendments, in addition to those required by this condition, should be specifically brought to the attention of Council for assessment.

If other modifications are proposed, they must be identified and be of a nature that an application for amendment of permit may be lodged under Section 72 of the Planning and Environment Act 1987. An amendment application is subject to the procedures set out in Section 73 of the Planning and Environment Act 1987.

- B. This Planning Permit represents the Planning approval for the development of the land. This Planning Permit does not represent the approval of other departments of Glen Eira City Council or other statutory authorities. Such approvals may be required and may be assessed on different criteria from that adopted for the approval of this Planning Permit.
- C. This Planning Permit represents the Planning approval for the development of the land. Side and rear boundary fences do not form part of this Planning approval. All matters relating to the boundary fences shall be in accordance with the provisions of the Fences Act 1968.
- D. Residents of the dwellings allowed under this permit will not be issued Residential Parking Permits (including visitor parking permits).

- E. Any failure to comply with the conditions of this permit may result in action being taken to have an Enforcement Order made against some or all persons having an interest in the land and may result in legal action or the cancellation of this permit by the Victorian Civil and Administrative Tribunal.
- F. Nothing in the grant of this permit should be construed as granting any permission other than planning permission for the purpose described. It is the duty of the permit holder to acquaint themselves, and comply, with all other relevant legal obligations (including any obligation in relation to restrictive covenants and easements affecting the site) and to obtain other required permits, consents or approvals.
- G. This planning permit does not represent approval for residential siting. Residential siting would be assessed by the Building Surveyor under relevant Building Regulations when considering an application for a building permit.
- H. The permit holder/applicant/owner must provide a copy of the Planning Permit to any appointed Building Surveyor. It is the responsibility of the permit holder/applicant/owner and the Building Surveyor to ensure that the development approved by this Permit is consistent with any Building Permit approved and that all works are consistent with the endorsed plans approved under this Planning Permit.
- I. Consideration is required when installing domestic services (i.e – air conditioning units, heaters, pool pumps, water tanks and the like). The owner/occupier/permit holder/developer must take all reasonable and practicable measures in locating domestic services in position that reduce any amenity impact on adjoining properties. This includes selecting an appropriate installation position and enclosing the domestic service. Further information regarding noise from domestic services can be found in the Environmental Protection Act 1970.

Asset Engineering Notes:

- J. Prior to the commencement of any demolition and/or building works, an Asset Protection Permit must be obtained from Council's Engineering Services Department.
- K. No net increase in peak stormwater runoff in Council drainage network. Post development peak storm water discharge to Council drainage network must be maintained to the predevelopment level for 10 year ARI. Detailed plans and computations should be submitted to Council for approval prior any construction works. When approved these plans will be endorsed and form part of plans submitted with town planning permit application.
- L. Engineering Services encourage using of rainwater tanks for storage and reuse for toilet and irrigation purpose and or stormwater detention system.
- M. Drainage associated with basement construction (seepage and agricultural waters are to be filtered to rain water clarity) must be discharged to the nearest Council Drain /Pit and not be discharged to the kerb and channel.
- N. All stormwater runoff must be connected to Council underground drainage network. No uncontrolled stormwater discharge to adjoining properties and footpaths.
- O. Any firefighting equipment for the building shall be accommodated within title boundary. Submitted plans are not showing location of any hydrant / booster. Council will not allow private fire equipment in the Road Reserve.

- P. All relevant Engineering Permits must be obtained prior any works within the Road Reserve and or stormwater connection to Council drainage network.
- Q. Any modifications, amendments or changes that could impact Council's infrastructure assets are to be discussed with the Engineering Services prior to issuing a planning permit.

Address	31 Weeroona Road, Murrumbena
Title details	Lot 8 on PS 005242
Restrictions on title	None
Proposal	Construction of seven dwellings
Zoning and Overlay Controls	General Residential Zone – Schedule 1 (GRZ1) Parking Overlay (PO2-2) – relates to student housing and is not applicable to this application
Permit requirements	Pursuant to Clause 32.08-6 of the Glen Eira Planning Scheme, a permit is required to construct two or more dwellings on a lot in the GRZ.
Relevant Planning Scheme provisions	Clause 22.07- Housing Diversity Area Policy
Seriously entertained amendments	The Quality Design Guidelines were adopted as Council Policy on 6 March 2018 but has not yet attained the status of a seriously entertained planning scheme amendment and has not been given weight in the assessment of this application.
Notification	<p>Notice for the initial application was undertaken in accordance with Section 52 of the <i>Planning and Environment Act</i> 1987, including 1 public notice displayed on site and a notice mailed to 7 surrounding properties.</p> <p>The applicant amended the proposal after public notification. This amendment removes the one visitor parking space in the basement following an amendment to the planning scheme that removed this as a requirement.</p> <p>As there is now no planning trigger for visitor parking space for dwellings in this location, the application was not further advertised to any person.</p>
Submissions	14 objections received and are detailed in the report.
Cultural Heritage Management Plan required	The site is located in an area of cultural heritage sensitivity. However, the subject site is not within 200 metres of the coastal waters of Victoria, any sea within the limits of Victoria or the Murray River and the overall land size is less than 0.11 hectares. Pursuant to Section 10 of the Aboriginal Heritage Regulation 2018, no Cultural Heritage Management Plan is required for the proposal.

DESCRIPTION OF PROPOSAL

The proposal is to develop the land for seven attached dwellings with basement car parking.

The basement car parking comprises of seven double garages catering for 14 car spaces (two for each dwelling), storage for each dwelling, services and a waste storage area. The

basement will be accessed via a single crossover at a similar location to the existing crossover accessed off Weeroona Road.

Six of the proposed dwellings will be three-storey with the top level fully confined within the pitched roof form. The rear dwelling will be two storey. Each of the proposed dwellings will have four bedrooms with the living area and secluded private open space located on the ground floor.

One dwelling will front Weeroona Road and all other dwellings will be accessed via a lift/stair lobby from the basement and a pedestrian pathway along the southern boundary. The built form above ground floor level is broken into two components with a 3.97m separation distance. The dwellings will all present as two storey.

The dwellings will be constructed with a mixture of building materials including face brick, metal cladding, render and pitched metal roof.

The total site coverage of 52.41% and garden area is 37.61%.

LAND DESCRIPTION AND SURROUNDING AREA

The subject site is located within an established residential area. The immediate neighbourhood character consists of various housing types and styles, including single and double storey detached dwellings and double storey multi-unit developments including walk-up-flats. In the wider context, examples of three storey development approvals are evident in the Murrumbeena Neighbourhood Activity Centre.

The site is rectangular in shape and it has a frontage of 17.68m to Weeroona Road and a depth of 57.91m, with a total land area of 1,024m². The land is occupied by a single storey weatherboard dwelling with a couple of sheds located in the rear yard.

The subject site is located on the west side of the Weeroona Road, which is five blocks to the south of the Murrumbeena Primary School. The subject site is surrounded by single storey detached dwellings.

RELEVANT HISTORY

The current application was formally amended after advertising to remove the visitor car parking space and to provide for a vehicle turntable in the basement car park to improve manoeuvrability to two of the garages. The amended plans will form the basis of this decision.

The following is an overview of the relevant planning history for the site:

- Council issued a Notice of Decision to Grant a Permit for planning application GE/PP-27816/2015 on 1 June 2015 for alterations to the existing dwelling on site and construction of a double storey dwelling to the rear. An objector applied to VCAT for a review of the decision. The permit applicant subsequently withdrew the appeal as they intended to sell the property.
- Planning application GE/PP-29676/2016 was refused by Council for construction of 3 storey building comprising 18 dwellings and reduction in visitor car parking. The applicant lodged an appeal with VCAT and VCAT affirmed Council's decision and refused the application on 23 May 2017.

CONSULTATION AND ENGAGEMENT

There were 14 objections received as part of the notification process which raised the following concerns:

- Description of proposal on public notice and application documents is not accurate
- Impact to the neighbourhood character including the appearance of the front fence
- The proposal is an overdevelopment
- Traffic impacts including car parking and pedestrian safety concerns
- Impact from waste collection
- Construction management concerns
- Height, massing and bulk
- Inappropriate transition to the nearby Neighbourhood Character Overlay area
- Noise impact
- Loss of trees
- Amenity impact including noise impact

A planning conference was chaired by Cr.Davey and attended by the applicant with their consultants and five objectors. Objectors mainly raised concerns outlined in their written objections.

REFERRALS

The following is a summary of comments and requirements from relevant referral areas:

Non-statutory referrals	
Transport Planning	<p>Council's traffic engineer has reviewed both the initial application and revised application. Verbal advice was provided for the revised application. The number of car spaces provided for residents meets the statutory requirements. No concerns were raised regarding the car parking provision and traffic impact on the operation and function of Weeroona Road and surrounding road network.</p> <p>Car parking access and layout will be addressed via permit conditions.</p>
Asset Engineering	Standard conditions and notes are addressed in the permit conditions.
Landscape Officer	<p>Council's landscape architect reviewed the submitted arborist report and conducted a site inspection on 27 July 2018. There were no high value site trees so no objection was made to the proposed tree removal.</p> <p>A non-destructive root investigation (NDRI) for Tree 9 and a Tree Management Plan (TMP) are required.</p> <p>The application provided the required NDRI as part of the revised application, which is considered satisfactory.</p> <p>Other landscaping requirements can be addressed via permit conditions.</p>
Waste Management	Council's waste management department has reviewed the submitted Waste Management Plan and considers it is satisfactory.

ISSUES AND DISCUSSION

The assessment of the proposal has regard to the following:

- Zoning and policy context
- Neighbourhood character
- Height, scale and massing
- Amenity impacts including internal amenity
- Landscaping
- Internal amenity
- Car parking and traffic
- Management plan requirements
- Objectors concerns

Zoning and Policy Context

The subject site is located within the General Residential Zone, Schedule 1 (GRZ1) of the Glen Eira Planning Scheme (Scheme) and is within the Murrumbeena Neighbourhood Centre (as set out at Clause 21.04 of the Scheme). Sites within Neighbourhood Centres are subject to the Housing Diversity Area Policy at Clause 22.07 of the Scheme. Key objectives of this policy are to:

- *To promote a range of housing types, comprising of a mix of single dwellings, two dwelling developments and other forms of multi-unit development.*
- *To promote a diversity of dwelling layouts and sizes.*
- *To ensure that the density, mass and scale of residential development is appropriate to the location, role and neighbourhood character of the specific housing diversity area.*
- *To ensure that the siting and design of new residential development takes account of its interface with existing residential development on adjoining sites.*
- *To ensure that the design of new residential development is sensitive to and respectful of the scale of existing residential development on adjoining sites.*

As is evident by its location within the Neighbourhood Centre and confirmed by the previous VCAT decision, the subject site has an excellent level of access to a wide range of services and facilities including public transport services, shops, schools and public open spaces. The planning policy framework broadly supports development in this location, which encourages an increase of housing supply in existing urban areas with good access to public transport and services. It is considered that the proposal accords with the Housing Diversity Policy and the purpose of the General Residential Zone and it will contribute to the mix of density and housing types.

The density, scale and massing of the proposal is considered appropriate for this location having regard to the existing buildings in the area. The sensitive interface to the adjoining residential properties and street presentations are managed through presentation of double storey above the nature ground level, appropriate setbacks and articulation with a mixture of building materials. In general, the proposal is considered to be well-designed with a good level of visual interest and architectural merit.

The dwelling layouts allow for flexibility of use and accommodate diverse family living. The outdoor spaces provide usable space for future resident's reasonable recreational needs.

Neighbourhood character

It is acknowledged that this building is within a street where there are no other three storey buildings and the east side of Weeroona Road is a residential area affected by a Neighbourhood Character Overlay.

A key aspect of the proposal is the two storey presentation which is considered a responsive built form outcome and aligns with the height of neighbouring properties. The second storey will not be noticeable from the street or from the adjoining properties and it is contained within the roof space. The proposed pitched roof form, building materials are also considered responsive to the design details of the local area.

While a front fence is proposed, a 5m front setback is provided for the fence to allow an adequate area for landscaping buffer. This will ensure an open front garden area is maintained. In addition, the fence will be partially permeable, which further reduced the visual bulk from the street. As such, it is considered acceptable. A condition will be included to require the height of the front fence to be no more than 1.8m.

The proposal would provide a more intensive built form compared with the older dwellings, but this is anticipated having regard to the zoning of the land and Council's Housing Diversity Policy which support increased residential densities.

The proposal is representative of the anticipated change in terms of the density, height and massing within the General Residential Zone and achieves a high level of compliance with the relevant ResCode standards.

Height, scale and massing

While six of the proposed dwellings will be three-storey, the top floor is fully confined within the roof. The presentation of the development to the streetscape is a double storey building with pitched roof form. The top level is not noticeable from the street. The overall height of the proposal is 9.4m above natural ground level, and this is compliant with the allowable maximum in the General Residential Zone of 10.5m.

The building mass is broken into two parts from the first floor, which reduces the visual bulk from adjoining properties both from the north and south side. As the rear upper floor component contains four attached dwellings, the building component of this part of the building is relatively larger than the upper floor built form at the front of the site. Adequate design details including variation of material and featured frames are provided on the south elevation to assist with reducing the appearance of visual bulk at the rear of the building so the south elevation is considered acceptable.

However, with limited articulation in built form, the mass of this part of the building is considered visually bulky when viewing from the north. A permit condition is included requiring articulation to be provided along the north elevation of this building component by the way of providing greater setbacks to the north boundary for part of the building.

In terms of its compliance with relevant ResCode Standards:

- All setbacks comply or are in excess of the ResCode requirements.
- The proposed site coverage is 52.41% (being less than the ResCode standard of 60%).
- The proposed permeability is 42.371% (being greater than the ResCode standard minimum of 20%).

The proposed garden area is 37.61% (being greater than the General Residential Zone minimum of 35%).

It is therefore considered, on balance, that the proposed form is acceptable within the context of the site and will adequately address the neighbourhood character objectives of Clause 55 of the Glen Eira Planning Scheme.

Amenity impacts (including internal amenity)

All proposed dwellings will have a north-facing living area with convenient access to a north-facing area of secluded private open space. No walls will be built on boundaries. The submitted landscape plan indicated that a landscaping strip can be accommodated along all site boundaries to provide a vegetated buffer for the development.

Overlooking into the neighbouring properties and internal overlooking are appropriately addressed by providing privacy screens or fixed obscure glazing for all upper floor habitable room windows up to 1.7m above the finished floor level except for the west-facing windows for Bedroom 3 and 4 of Dwelling 7. A condition will be included to deal with the overlooking issue.

The development will result in additional shadow impact to the existing secluded private open spaces to the west and south. However, more than 75% of these open spaces will still be free of shadow for a minimum of 5 hours between 9am to 3pm on the equinox. As such, the minor shadow impact is considered acceptable and well within the ResCode Standard.

It is acknowledged the proposed pedestrian pathway will be located to the south of the proposed building. However, a large extent of this interface is to an adjoining driveway or garage. With the boundary fence and landscaping provided, no unreasonable noise impact is expected from the footpath.

Landscaping

While there is a basement proposed, there are still areas provided both in the front and rear for deep soil canopy tree planting. Council's landscape architect generally supports the landscape plan submitted.

A condition of permit will require canopy trees within the private open space areas of this development.

Car parking and traffic

Clause 52.06 of the Scheme relates to car parking and requires a total of 14 car spaces to be provided on site (2 for each dwelling). There is no requirement for any visitor parking spaces. The application provides the required number of car parking spaces for the dwellings in accordance with the statutory requirement.

Initial concerns regarding access to garage 1 to 4 are addressed by the revised design that includes the provision of a vehicle turntable to assist the vehicle access to garage 1 and 2. Concerns regarding access to and from Garage 1 and 2 still remain, which will be dealt with by permit conditions.

Additional concern was raised by objectors about traffic and pedestrian safety in this area and how the proposal would exacerbate this. The traffic generation is considered reasonable

in the context of the road network and it is not considered that any mitigation measures are required.

Management plan requirements

A condition of any permit issued will require that Construction Management Plan be approved before development starts.

The submitted Waste Management Plan is reviewed and approved by Council's waste management team. It will form part of the permit should a permit is issued.

Objector concerns

Concerns raised by objectors are discussed in this report.

FINANCIAL, RESOURCE AND ASSET MANAGEMENT IMPLICATIONS

There are no financial, resource or asset management implications associated with this report.

POLICY AND LEGISLATIVE IMPLICATIONS

All matter required at Section 60 of the *Planning and Environment Act* 1987 have been taken into consideration as part of the assessment of this application.

LINK TO COUNCIL AND COMMUNITY PLAN

Theme One: Liveable and Well Designed
A well planned City that is a great place to live.

OFFICER DECLARATION OF CONFLICT OF INTEREST

No officers involved in the preparation of this report have any direct or indirect interest in this matter.

CONCLUSION

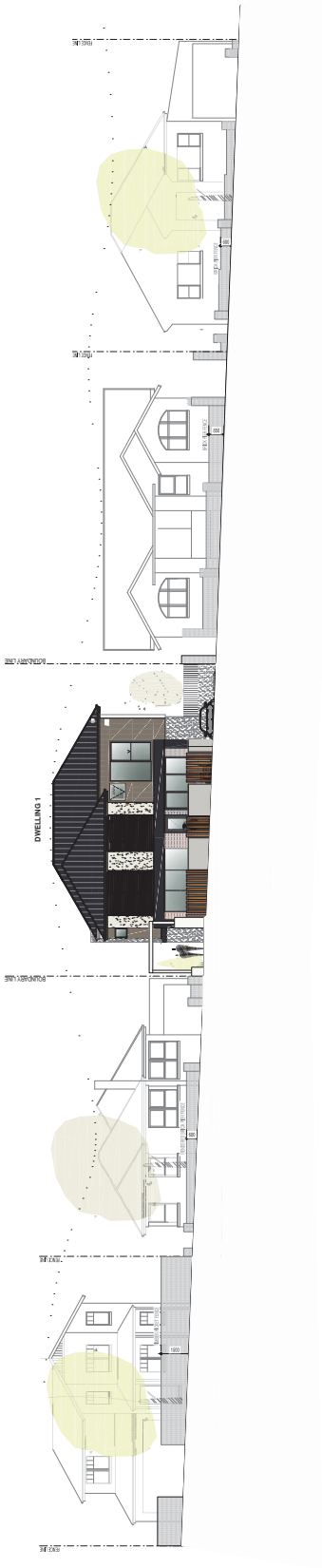
That a Notice of Decision to Grant a Planning Permit be issued.

TOWN PLANNING SUBMISSION
REV A: JULY 2018

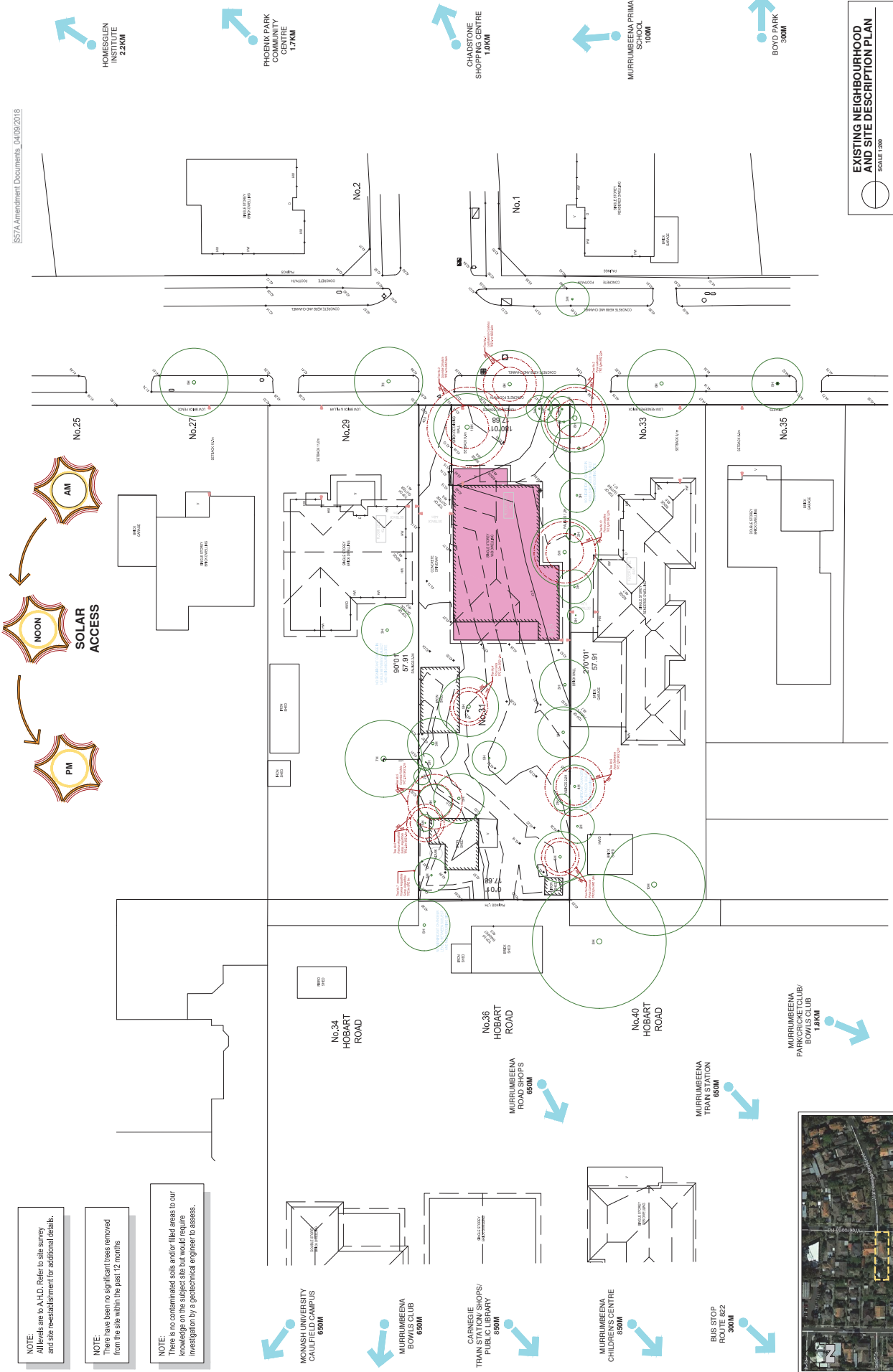
**PROPOSED SEVEN DWELLING
DEVELOPMENT**

AT:

**NO.31 WEEROONA ROAD
MURRUMBEENA VIC. 3163**



- SHEET 00: COVER SHEET AND PROPOSED STREETSCAPE ELEVATION**
- SHEET 01: SITE ANALYSIS AND NEIGHBOURHOOD DESCRIPTION**
- SHEET 02: DESIGN RESPONSE**
- SHEET 03: BASEMENT FLOOR SITE LAYOUT**
- SHEET 04: GROUND FLOOR SITE LAYOUT**
- SHEET 05: FIRST FLOOR SITE LAYOUT**
- SHEET 06: SECOND FLOOR SITE LAYOUT**
- SHEET 07: ELEVATIONS AND COLOURS & MATERIALS SCHEDULE**
- SHEET 07A: SCHEMATIC SECTIONS / 3D IMAGES**
- SHEET 09: SHADOW DIAGRAMS-9AM (SEPTEMBER EQUINOX)**
- SHEET 09: SHADOW DIAGRAMS-12NOON (SEPTEMBER EQUINOX)**
- SHEET 10: SHADOW DIAGRAMS-3PM (SEPTEMBER EQUINOX)**



EXISTING NEIGHBOURHOOD
AND SITE DESCRIPTION PLAN
SCALE 1:500

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<div><div>01</div><div> Building Design Company</div></div>				<div><div>BUILD OFF:</div><div>CONTRACTOR MUST VERIFY ALL DIMENSIONS AND LEVELS AT THE JOB PRIOR TO COMMENCING ANY WORK OR MAKING ANY SHOP DRAWINGS. DO NOT SCALE DRAWINGS. ALWAYS USE WRITTEN DIMENSIONS.</div></div>				<div><div></div><div>building design</div></div>				DRAWN: WG				SHEET: 01				CODE: PC				PROJECT TYPE: MULTI-UNIT DEVELOPMENT							
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												DATE: JULY 2018				SCALE: 200 AT A1				DRAFT No:				ISSUE: PI				A			



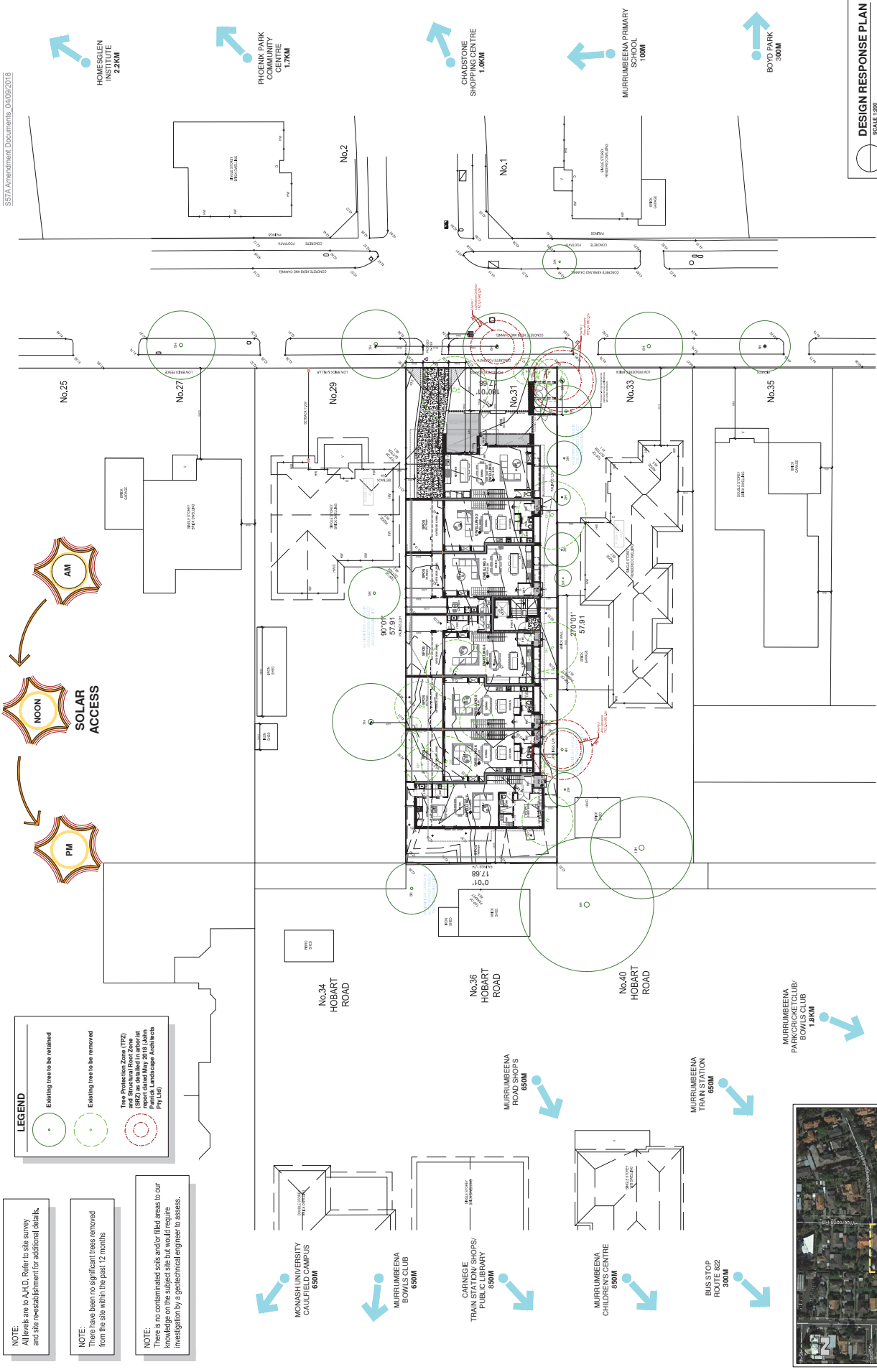
NOTE:
All levels are to A.H.D. Refer to site survey and site re-establishment for additional details.

NOTE:
There have been no significant trees removed from the site within the past 12 months

NOTE:
There is no contaminated soils and/or filled areas to our knowledge on the subject site but would require investigation by a geotechnical engineer to assess.

LEGEND

- Existing tree to be retained
- Existing tree to be removed
- Tree Protection Zone (TPZ) and Structural Root Zone (SRZ) established May 2018 (John Patrick Landscape Architects Pty Ltd)

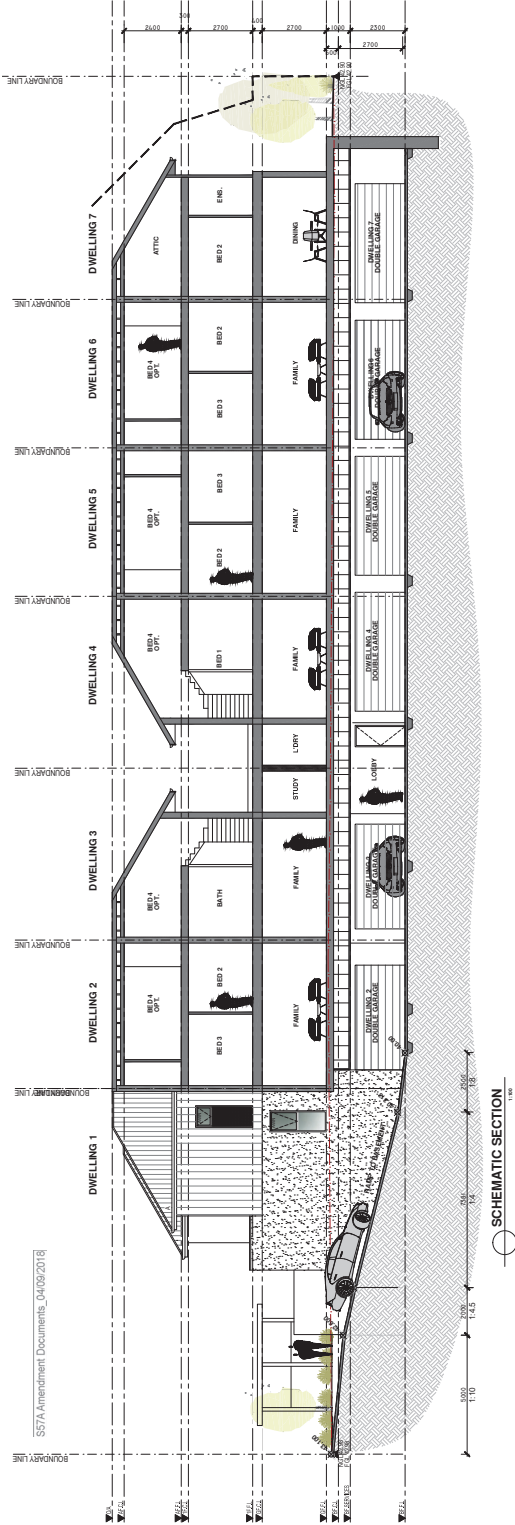


DESIGN RESPONSE PLAN

SCALE 1:200

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DATE: JULY 2018				SCALE: 200 AT A1 ISSUE: PI A			
[blank]				P18007			





COLOURS & FINISHES SCHEDULE

A	Selected Roof Asph/Flt Shingles COLORBOND Monument (for amber)	C2	Selected Feature Cladding Solid Timber DULUX Vynol White (for amber)	R1	Selected Render Solid Render DULUX Vynol White (for amber)	S	Selected Driveway Asph/Flt Shingles ADWYAY Teal (for amber)
B	Selected Brickwork Solid Brick PCB1 Requisite red (for amber)	D1	Selected Entry Door Timber DULUX Monument Semi-gloss (for amber)	R2	Selected Render Solid Render DULUX Densolux (for amber)	T	Selected Timber Decking Solid Timber Grey Wash (for amber)
C1	Selected Cladding Solid Timber DULUX Jagger (for amber)	L	Selected Horizontal Louvre Solid Timber COLORBOND Monument (for amber)	R3	Selected Feature Render Solid Render DULUX Densolux (for amber)	W	Selected Windows Solid Timber Monument (for amber)
	PLEASE NOTE: All colours are AutoCAD derived and only representative. Please refer to manufacturer colour match and manufacturer's specified availability. A similar match is to be substituted	P	Selected Gutters, Downpipes, Colors COLORBOND Jagger (for amber)	R4	Selected Render Solid Render DULUX Monument (for amber)	X	Selected Paint Solid Timber Vynol White (for amber)

3D REPRESENTATION ONLY OF PROPOSED
COLOURS & FINISHES INDICATING ONLY
APPROXIMATE COLOURS. COLOURS MAY
VARY DUE TO VARIOUS FACTORS.
PRINTED NOT SHOWN FOR CLARITY

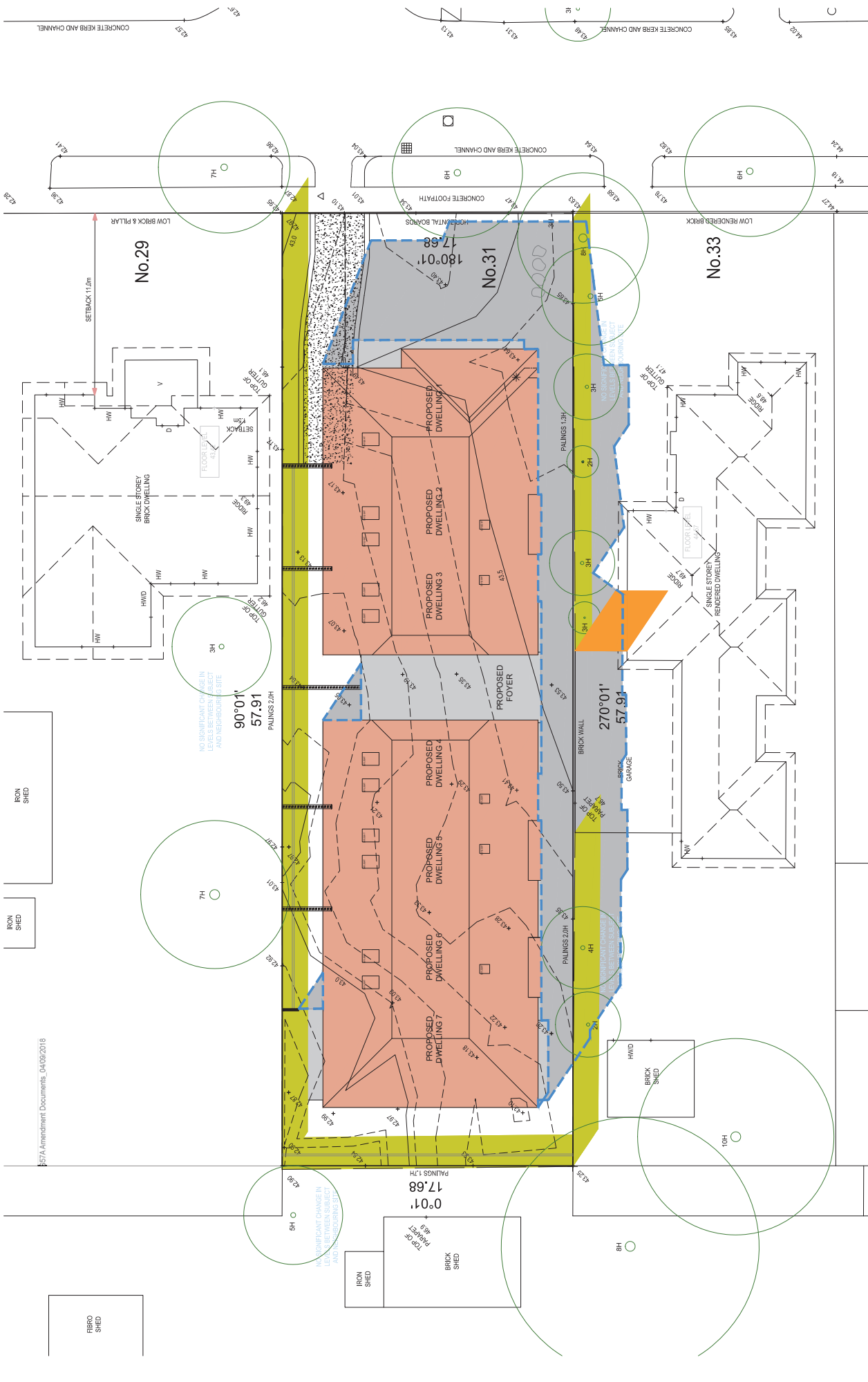


See 3D Render for more details. 3D View. Not to scale. Image only.



See 3D Render for more details. 3D View. Not to scale. Image only.

FOR ADDRESS: NO. 31 WEEROONA ROAD MURRUMBidgee VIC. 3163		CLIENT: BUILD STRUCT CO	
7A	body	7A	PC
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ANY WORK OR MAKING ANY SHOP DRAWINGS. DO NOT SCALE DRAWINGS. ALWAYS USE WRITTEN DIMENSIONS.		JOB No:	
7A	body	P18007	



RESCODE ASSESSMENT TABLE

CLAUSE 55.02: NEIGHBOURHOOD CHARACTER AND INFRASTRUCTURE			
ResCode Assessment	Standard Met?	Objective Met?	Discussion
B1: Neighbourhood character	YES	YES	Refer to Council report for discussion.
B2: Residential policy	YES	YES	Refer to Council report for discussion.
B3: Dwelling diversity	N/A	N/A	7 dwellings are proposed
B4: Infrastructure	YES	YES	The proposal has access to reticulated services.
B5: Integration with the street	YES	YES	The proposal is oriented to Weeroona Road with clear pedestrian and vehicular access points. There are views to the landscaped front setback.

CLAUSE 55.03: SITE LAYOUT AND BUILDING MASSING			
ResCode Assessment	Standard Met?	Objective Met?	Discussion
B6: Street setback	YES	YES	9.01m setback proposed. 7.74m required
B7: Building height	YES	YES	A maximum of 9.4m is proposed which complies with the height requirements of the zone (under 10.5m)
B8: Site coverage	YES	YES	52.41% proposed Which is under the maximum 60% site coverage.
B9: Permeability	YES	YES	42.37% proposed. Which is above the 20% required.
B10: Energy efficiency	YES	YES	
B11: Open space	N/A	N/A	
B12: Safety	YES	YES	The proposal has clear access points from the street and provides passive surveillance of the street from windows.
B13: Landscaping	YES	YES	An Adequate arborist report was submitted with the application. Adequate plantings have been proposed within the landscape plan.
B14: Access	YES	YES	A single vehicle crossover has been proposed which is 3m wide
B15: Parking location	YES	YES	Convenient vehicle access is proposed from within the basement car park

CLAUSE 55.04: AMENITY IMPACTS			
ResCode Assessment	Standard Met?	Objective Met?	Discussion
B17: Side and rear setbacks	YES	YES	The development complies with Standard B17 with the exception of the ground floor, northern elevation of Dwelling 7 as a wall height of 3.8m is proposed, setback 1m from the

RESCODE ASSESSMENT TABLE

			boundary, requiring a shortfall of 0.06m. No additional shadowing will be cast over the northern interface, nor does this interface abut any habitable room windows. Due to the subject site's orientation, and the negligible non-compliance, it is considered that the proposal respects the emerging neighbourhood character of the area.
B18: Walls on boundaries	N/A	N/A	There are no boundary walls proposed.
B19: Daylight to existing windows	YES	YES	Light courts provided. The proposal is setback in accordance.
B20: North-facing windows	YES	YES	The proposal complies with the relevant setbacks.
B21: Overshadowing open space	YES	YES	Hours and percentage specified in the standard are met
B22: Overlooking	YES Subject to conditions	YES Subject to conditions	Not all habitable room windows or balconies have been screened in accordance with the standard Conditions are recommended to mitigate direct overlooking.
B23: Internal views	YES	YES	
B24: Noise impacts	YES	YES	

CLAUSE 55.05: ON-SITE AMENITY AND FACILITIES

ResCode Assessment	Standard Met?	Objective Met?	Discussion
B25: Accessibility	YES	YES	
B26: Dwelling entry	YES	YES	Entry way is easily identifiable.
B27: Daylight to new windows	YES	YES	The proposal complies with the requirements of the Standard
B28: Private open space	YES	YES	Each dwelling is provided with secluded private open space (SPOS) in the form of a courtyard, accessible from the ground floor living area. SPOS areas range in area from 25.75m ² – 76.08m ² and also range in width from 4 – 4.85m.
B29: Solar access to open space	YES	YES	All secluded private open space areas are located on the northern elevation.
B30: Storage	YES	YES	Storage units with an area of 6m ³ are provided within the garages.

CLAUSE 55.06: DETAILED DESIGN

ResCode Assessment	Standard Met?	Objective Met?	Discussion
B31: Design detail	YES	YES	The proposal is generally representative of the anticipated change in terms of the density, height and massing which is a product of the

RESCODE ASSESSMENT TABLE

			mandatory height limit in the General Residential Zone. Refer for Council report for further discussion.
B32: Front fences	NO	YES	The front fence is set substantially back from the frontage with a landscaped open garden setting presenting to the street. This maintains the open garden character. Conditions are recommended to provide a front fence elevation (to a max height of 1.8m) to the satisfaction of the Responsible Authority.
B33: Common property	YES	YES	
B34: Site services	YES	YES	Services and bin storage areas have been provided.

9.2 9-13 DERBY ROAD, CAULFIELD EAST

Author: Anthony Adams, Principal Urban Planner

Trim No: 18/1230847

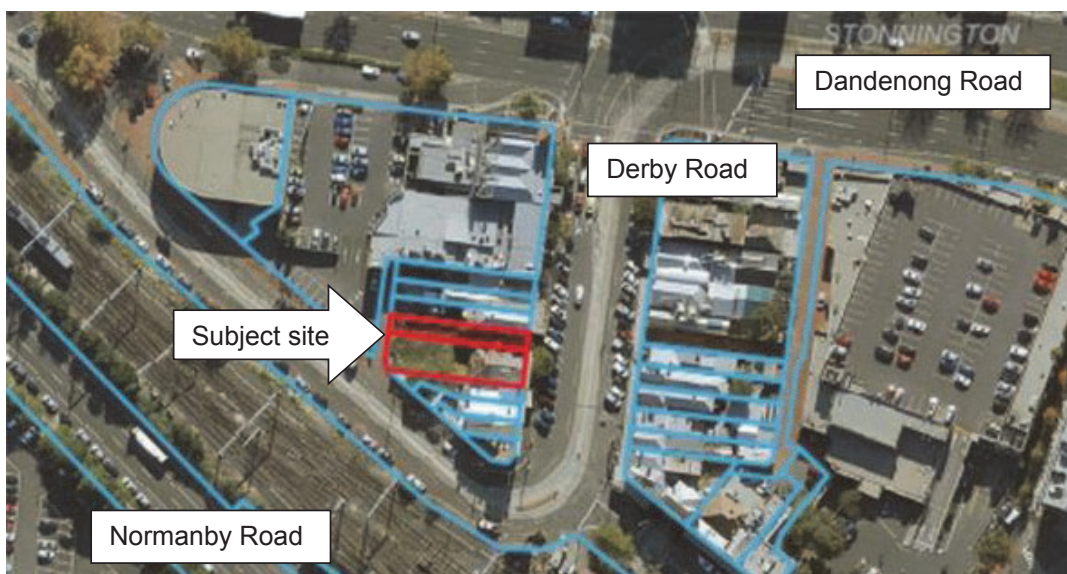
Attachments: 1. Advertised Plans

PURPOSE AND SUMMARY

The purpose of this report is to provide an assessment and recommendation for a planning permit application for the partial demolition of 9 Derby Road and the demolition of 13 Derby Road, construction of a 15 storey mixed use building comprising 49 Serviced Apartments and reduction of the car parking requirement for a Food and Drink premises.

The application was advertised and 3 objections were received with concerns ranging from overdevelopment, excessive height, the appearance of the building and increased traffic and parking.

Subject to conditions to delete 3 storeys and improve the appearance of the building, the proposal is considered to be generally in accordance with the Glen Eira Planning Scheme and it is recommended that a Notice of Decision to Grant a Planning Permit be issued.



RECOMMENDATION

That Council issues a Notice of Decision to Grant a Planning Permit for Application No. GE/PP-31931/2018 for partial demolition of 9 Derby Road, demolition of 13 Derby Road, construction of a 12 storey mixed use building, use of the land for Accommodation (Serviced Apartments) and a reduction in the car parking requirement for a Food and Drink Premises on land affected by the Heritage Overlay at 9-13 Derby Road, Caulfield East, in accordance with the following conditions:

Amended Plans

1. Before the commencement of the development, amended plans to the satisfaction of the Responsible Authority must be submitted to, and approved by, the Responsible Authority. The plans must be drawn to scale with dimensions and must generally accord with the plans submitted with the application (identified as Drawing No's. TP2.06A, TP3.03A, TP4.01A-TP4.09A, TP5.01A-TP5.02A and TP6.01A- TP6.03A, prepared by Interlandi Mantesso Architects and dated 26 July 2018) but modified to show:
 - (a) The deletion of the fourth floor of the building (described as the third floor on the plans).
 - (b) The deletion of two of the typical tower floors (being any two of the floors described as the sixth to twelfth floors on the plans).
 - (c) The western elevation to incorporate design details from the southern and eastern elevations to provide additional visual interest to this facade.
 - (d) The make and model of the car lift to be shown on the plans.
 - (e) The car stacker platform widths to be shown on the Basement 1 plan.
 - (f) The surface of the laneway to be noted as asphalt.
 - (g) The street tree at the front of the site to be shown on the plans.
 - (h) The delineation of separate Tree Protection Zone (TPZ) and Tree Protection Fencing (TPF) for the following tree at the prescribed radial distance from the base of tree trunk to define a tree protection zone (TPZ):
 - The Chinese Elm street tree - 2.6m.

When approved, the plans will be endorsed and will then form part of this Permit.

Car Parking

2. Prior to the commencement of the use allowed by this permit a comprehensive Car Parking Management Plan (CPMP) must be submitted to and approved by the Responsible Authority. This plan must detail the land uses, including the layout and floor areas occupied by such uses and may be reviewed and varied from time to time subject to the approval of the Responsible Authority.

The Car Parking Management Plan must include (but not be limited to) the following:

- (a) Details of the proposed operation of the valet service for the Serviced Apartment's guests;
- (b) Details of where guests will park prior to check-in;
- (c) Details of where guests will pick up their car from the valet service;
- (d) What measures will be in place to ensure that the valet service does not impact surrounding properties with vehicle access from the laneway; and
- (e) What measures will be in place to ensure that the number of cars associated with the Serviced Apartments does not exceed the number of spaces provided onsite.

Once approved the CPMP will be endorsed to form part of this permit and must be complied with to the satisfaction of the Responsible Authority and must not be varied except with the written approval of the Responsible Authority.

3. The car parking allocation for the approved development must be:
 - Not less than two (2) car spaces for the Food and Drink Premises; and
 - Not less than 0.53 car spaces for each Serviced Apartment.
4. Areas set aside for the parking of vehicles and access lanes as shown on the endorsed plan(s) must be:
 - (a) constructed;
 - (b) properly formed to such levels that they can be used in accordance with the plans;
 - (c) surfaced with an all-weather sealcoat;
 - (d) drained;

to the satisfaction of the Responsible Authority.

Car spaces, access lanes and driveways shown on the endorsed plans must not be used for any other purpose.

5. Before the use starts, the provision and design of bicycle parking facilities must comply with Clause 52.34 of the Glen Eira Planning Scheme (including the type, location, layout, access paths, signage) or otherwise, to the satisfaction of the Responsible Authority.

Section 173 Agreement

6. Prior to the commencement of the development or use, the owner of the land at 9 and 13 Derby Road, Caulfield East, must enter into an Agreement with the Responsible Authority pursuant to Section 173 of the Planning and Environment Act 1987 to the satisfaction of the Responsible Authority to the effect that, without the written consent of the Responsible Authority:
 - (a) The Owner will not use, or authorise or permit use of any unit for any purpose other than for use as a Serviced Apartment.
 - (b) The written approval referred to in (a) may be conditional on the carrying out of any other works considered relevant to the proposed use. The above works must be completed to the satisfaction of the Responsible Authority prior to the commencement of the use.
 - (c) All Serviced Apartment units shall be managed by a single management entity and shall not be leased or otherwise managed other than under the control of the management entity.

A memorandum of the Agreement is to be entered on Title and the costs of the preparation and execution of the Agreement and entry of the memorandum on Title are to be paid by the owner.

Tree protection measures

7. The proposed works must not cause any damage to the canopy, roots or the Tree Protection Zone of the existing street tree.
8. Prior to the commencement of the buildings and works (including demolition), a tree protection fence must be erected around the street tree at a radius of 2.6 metres from the base of the trunk, excluding hard paved surfaces, to define a 'tree protection zone'. Temporary fencing is to be used as per AS 4870-2009 section 4.3. This fence must be constructed of star pickets and chain mesh (or similar) to the satisfaction of the Responsible Authority. The tree protection fence must remain in place until the construction within the tree protection zone is required. The tree protection zone for that component of the development not required for construction must remain fenced until construction is complete. No vehicular or pedestrian access, trenching or soil excavation is to occur within the tree protection zone. No storage or dumping of tools, equipment or waste is to occur within the tree protection zone.
9. The ground surface of the tree protection zone must be covered by a protective 100mm deep layer of mulch prior to the development commencing and be watered regularly to the satisfaction of the Responsible Authority.

Above ground canopy TPZ (Tree Protection Zone) to be adopted. No works, structures or machinery will come within 1m of the trees crown/canopy as per AS 4870-2009 section 3.3.6.

Tree Protection Zone (TPZ) fencing must be adopted to protect the street tree's trunk. Set at edge of TPZ on all sides (Finishing at paved surfaces). Temporary fencing to be used as per AS 4870-2009 section 4.3.

Hand excavate any area within 1.5m of the Tree Protection Zone (TPZ). If roots over 40mm are found, Park Services are to be notified and further inspections will be carried out.

Ground protection is to be used if temporary access for machinery is required within the Tree Protection Zone (TPZ). Strapped rumble boards are to be used within TPZ to limit ground compaction as per AS 4870-2009 section 4.5.3.

10. No excavation is to come within 2.0 metres of the existing street tree (measured from the centre of the trunk) without the prior consent of the Responsible Authority. Any excavation within 1.5m of the tree protection zones must be hand excavated. If roots over 40mm are found, Park Services are to be notified and further inspections will be carried out.
11. Ground protection is to be used if temporary access for machinery is required within the TPZ (Tree Protection Zone). Strapped rumble boards are to be used within the tree protection zone to limit ground compaction as per AS 4870-2009 section 4.5.3.

Management plan requirements

12. Prior to the occupation of the approved development, the owner/permit holder must prepare and have approved in writing by the Responsible Authority a Waste Management Plan (WMP) for the site with respect to the collection and disposal of waste and recyclables associated with the proposed uses on the site to the satisfaction of the Responsible Authority. The WMP must provide for the following:

- (a) The collection of waste associated with the uses on the land, including the provision of bulk waste collection bins or approved alternative, recycling bins, the storage of other refuse and solid wastes in bins or receptacles within suitable screened and accessible areas to the satisfaction of the Responsible Authority. Commercial waste bins being placed or allowed to remain not in view of the public, and receptacles not emitting any adverse odours.
- (b) Designation of methods of collection including the need to provide for private services or utilisation of council services. If private collection is used, this method must incorporate recycling services and must comply with the relevant EPA noise guideline relating to the time of collection.
- (c) Appropriate areas of bin storage on site and areas of waste bin storage on collection days.
- (d) Details for best practice waste management once operating.

Once approved the WMP will be endorsed to form part of this permit and must be complied with to the satisfaction of the Responsible Authority and must not be varied except with the written approval of the Responsible Authority.

13. Prior to the commencement of any site works including demolition and excavation, the owner must submit a Construction Management Plan to the Responsible Authority for approval. No works including demolition and excavation are permitted to occur until the Plan has been approved in writing by the Responsible Authority. Once approved, the Construction Management Plan will be endorsed to form part of this permit and must be implemented to the satisfaction of the Responsible Authority. The Plan must be to the satisfaction of the Responsible Authority and must provide details of the following:

- (a) Delivery and unloading points and expected frequency;
- (b) Truck haulage routes, circulation spaces and queuing lanes;
- (c) Details how traffic and safe pedestrian access will be managed. These must be in the form of a Traffic Management Plan designed by a suitably qualified traffic practitioner;
- (d) A liaison officer for contact by owners / residents and the Responsible Authority in the event of relevant queries or problems experienced;
- (e) An outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services;
- (f) Any requirements outlined within this permit as required by the relevant referral authorities;
- (g) Hours for construction activity in accordance with any other condition of this permit;
- (h) Measures to control noise, dust, water and sediment laden runoff;
- (i) Measures to ensure that sub-contractors/tradespersons operating on the site are aware of the contents of the Construction Management Plan;
- (j) Any construction lighting to be baffled to minimise intrusion on adjoining lots.

14. During the construction of the buildings and works allowed by this permit, the laneway adjacent to the subject land must be kept free of parked or standing vehicles or any other obstruction, including building materials, equipment, and the like so as to maintain free vehicular passage to abutting benefiting properties at all times, unless with the written consent of the Responsible Authority.

General requirements

15. Disabled persons' access to the building must be provided to the satisfaction of the Responsible Authority. All work carried out to provide disabled persons' access must

be constructed in accordance with in AS 1428.1 to the satisfaction of the Responsible Authority

16. All pipes, fixtures, fittings and vents servicing any building on the site must be concealed in service ducts or otherwise hidden from view to the satisfaction of the Responsible Authority.
17. No plant, equipment, services and substations other than those shown on the endorsed plans are permitted without the prior written consent of the Responsible Authority
18. Prior to the occupation of the development, the walls on the boundaries of adjoining properties must be cleaned and finished in a manner to the satisfaction of the Responsible Authority. Painted or bagged walls must be finished to a uniform standard and unpainted or un-rendered walls must have all excess mortar removed.
19. The layout of the site and size, design and location of buildings and works as shown on the endorsed plans must not be altered without the prior written consent of the Responsible Authority. Note: This does not obviate the need for a permit where one is required.

Permit expiry

20. This Permit will expire if:

- The development does not start within two (2) years from the date of this Permit; or
- The development is not completed within four (4) years of the date of this Permit; or
- The use does not start within two (2) years of the completion of the development.

The Responsible Authority may extend the time referred to if a request is made in writing before this Permit expires or within six (6) months after the expiry date if the use/development has not commenced.

If the development has commenced, the Responsible Authority may extend the time referred to if a request is made in writing within twelve (12) months of the expiry date.

Notes

- A. The amendments specified in Condition 1 of this Permit and any additional modifications which are “necessary or consequential” are those that will be assessed by Council when plans are lodged to satisfy that condition. Any “necessary or consequential” amendments, in addition to those required by this condition, should be specifically brought to the attention of Council for assessment.

If other modifications are proposed, they must be identified and be of a nature that an application for amendment of permit may be lodged under Section 72 of the Planning and Environment Act 1987. An amendment application is subject to the procedures set out in Section 73 of the Planning and Environment Act 1987.

- B. This Planning Permit represents the Planning approval for the use and/or development of the land. This Planning Permit does not represent the approval of other departments of Glen Eira City Council or other statutory authorities. Such approvals

may be required and may be assessed on different criteria from that adopted for the approval of this Planning Permit.

- C. Any failure to comply with the conditions of this permit may result in action being taken to have an Enforcement Order made against some or all persons having an interest in the land and may result in legal action or the cancellation of this permit by the Victorian Civil and Administrative Tribunal.
- D. Nothing in the grant of this permit should be construed as granting any permission other than planning permission for the purpose described. It is the duty of the permit holder to acquaint themselves, and comply, with all other relevant legal obligations (including any obligation in relation to restrictive covenants and easements affecting the site) and to obtain other required permits, consents or approvals.
- E. Prior to the commencement of any demolition and/or building works, an Asset Protection Permit must be obtained from Council's Engineering Services Department.

Address	9-13 Derby Road, Caulfield East
Title details	Lot 1 on TP 548981P and Lot 1 on TP 600743T
Restrictions on title	None
Proposal	Partial demolition of 9 Derby Road, demolition of 13 Derby Road, construction of a 15 storey mixed use building, use of the land for Accommodation (Serviced Apartments) and a reduction in the car parking requirement for a Food and Drink Premises on land affected by the Heritage Overlay
Zoning and Overlay Controls	Commercial 1 Zone Heritage Overlay Parking Overlay
Permit requirements	A permit is required: <ul style="list-style-type: none"> • to use the land for the purpose of Accommodation (Serviced Apartments) under Clause 34.01-1 of the Commercial 1 Zone • to construct a building and carry out works under Clause 34.01-4 of the Commercial 1 Zone • for demolition and to construct a building and carry out works under Clause 43.01-1 of the Heritage Overlay • to reduce the number of car spaces required for a Food and Drink Premises under Clause 52.06-3 of the Car Parking provisions
Relevant Planning Scheme provisions	Heritage Policy Phoenix Precinct Policy
Seriously entertained amendments	None
Notification	Notice undertaken in accordance with Section 52 of the <i>Planning and Environment Act 1987</i> , including 3 notices on site and a notice mailed to 21 surrounding properties
Submissions	3 objections received and are detailed in the report
Cultural Heritage Management Plan required	None required

DESCRIPTION OF PROPOSAL

A planning permit is sought for demolition of most of 9 Derby Road (retention of the front façade) and demolition of 13 Derby Road to allow for the construction of a 15 storey building comprising 49 Serviced Apartments and a 173sqm Food and Drink Premises on the ground floor.

The maximum overall building height would be 47.26m.

A basement with 28 car spaces in car stackers would be provided with access from the laneway at the rear and the basement would also contain 29 bicycle parking spaces, a substation and services.

LAND DESCRIPTION AND SURROUNDING AREA

The site is occupied by two single storey buildings.

Land to the north is occupied by a double storey building and two single storey buildings with Zagame's Hotel further to the north.

Land to the south is occupied by double storey buildings.

Land to the east includes double storey buildings and pedestrian access to the Caulfield Plaza Shopping Centre.

Land to the west is occupied by the Zagame's Hotel car park.

Caulfield Station is located south-east of the site.

The multi-storey mixed-use Caulfield Village development is located to the south-west of the railway line and Normanby Road.

RELEVANT HISTORY

Application for Planning Permit GE/PP-30226/2016 for an 18 storey building comprising 158 Student Housing units was refused by Council on 8 May 2017. The main reasons for refusal were:

- The scale and appearance of the building would not be in keeping with the built form or policy contexts;
- The building would be overly dominant having regard to the scale of heritage buildings in Derby Road;
- The proposal would not adequately satisfy Council's Student Housing Policy;
- The proposal would not allow equitable development opportunities on adjoining sites; and
- Inadequate car parking provisions.

VCAT agreed with Council's refusal in its decision dated 2 November 2017. The VCAT Order suggested that a 10-14 storey building having a stepped built form and higher quality architectural design detail and recognition of equitable development opportunities on the adjoining sites (i.e. side and rear setbacks) might be suitable for approval, given the site's location in a Major Activity Centre that is undergoing significant change.

CONSULTATION AND ENGAGEMENT

There were 3 objections received as part of the notification process which included the following concerns:

- Overdevelopment
- Increased traffic and parking and valet parking management concerns
- Demolition
- Odours from rubbish bins
- The concrete surfaces and colours will not be in keeping with the area
- Sound-proofing is needed to enable live music at Zagame's Hotel to continue
- Overcrowding in Derby Road
- Adverse visual impact on the area
- Construction will have an adverse impact on 7 Derby Road

A Planning Conference was chaired by Cr Magee and attended by the applicant and two supporters (the owners of a local business). No objectors attended. The applicant advised that they would accept a permit condition requiring a Section 173 Agreement to ensure that the Serviced Apartments would only be used for that purpose and not as private dwellings.

REFERRALS

The following is a summary of comments and requirements from relevant referral areas:

Non-statutory referrals	
Urban Designer	Concerns with overall building height and the treatment and setback of the northern wall of the tower section. Recommend a maximum building height of 8-9 storeys with the tower section set back 3.0m from the northern boundary. The design treatment of the northern elevation should be more reflective of the eastern and western elevations.
Heritage Advisor	Concerns with the demolition of 13 Derby Road and the visibility of the building from Derby Road and Sir John Monash Drive
Transport Planning	A Car Parking Management Plan is required to detail the management and operation of the valet parking service
Asset Engineering	No major concerns
Park Services	Conditions are suggested for the protection of the street tree during construction

ISSUES AND DISCUSSION

The assessment of the proposal has regard to the following:

- Zoning and policy context
- Neighbourhood character
- Heritage
- Height, scale and massing
- Amenity impacts
- Equitable development opportunities
- Landscaping
- Internal amenity

- Car parking and traffic
- Management plan requirements
- Objectors concerns

Zoning and Policy Context

The site is in a Major Activity Centre identified in Plan Melbourne. It is well served by public transport, separated from sensitive residential interfaces and is suitable for an intensive form of land use and development that would complement the well-established education role of Monash University and the retail role of Derby Road and Caulfield Plaza.

The site is located within Area 5 of the Phoenix Precinct, with convenient access to major roads, public transport and education and entertainment hubs. The Derby Road shopping centre is considered vital to the social, cultural and economic vitality of the Phoenix Precinct.

The policy objective for Area 5 is to retain and enhance the valued built form, enhance the vitality of the precinct, enhance safety and amenity, and improve permeability and links to Monash University and the transport interchange.

The Phoenix Precinct Policy encourages the development of shop-top housing in Derby Road and active shopfronts at ground level. The proposal is considered to be consistent with the objectives and intent of the Phoenix Precinct Policy. Additionally, the Policy includes suggestions for high quality building designs and facades through a variety of techniques.

It is considered that the proposal is consistent with the following purposes of the Commercial 1 Zone:

- *To create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses; and*
- *To provide for residential uses at densities complementary to the role and scale of the commercial centre.*

The proposal is considered to be generally consistent with the Heritage Policy in that the application provides for the retention of the façade of 9 Derby Road and the replacement of 13 Derby Road with a modest building entry to the Serviced Apartments.

Overall, it is considered that the redevelopment of the site (with a reduction in height) and the Serviced Apartment and Food and Drink Premises land uses will support the economic viability of the Derby Road shopping centre and maintain the heritage character of the area, whilst ensuring that intensive development is appropriately located. It is considered that the redevelopment of the site will serve both the local community of Glen Eira as well as providing a facility for short and long term visitors.

Serviced Apartments are an unlisted land use which requires a permit in the Commercial 1 Zone. Because of their specialised use as a form of accommodation for short-term and, sometimes long-term visitors, the recommendation includes a condition requiring a Section 173 Agreement to ensure that the units will not be used as private dwellings. A Food and Drink Premises is a permitted use in the Commercial 1 Zone.

Neighbourhood Character

The buildings fronting Derby Road form a relatively intact strip of 1-2 storey heritage shopfronts and the Zagame's Hotel. The areas to the east and west of the shopping strip

comprise the Caulfield Plaza shopping centre and a car park, respectively. The area in the City of Stonnington on the northern side of Dandenong Road contains a variety of building types that includes 4 apartment-style buildings with heights of 7-18 storeys. Land on the southern side of the railway line, which forms Caulfield Village, will have building heights of 4-20 storeys. There are also 4 tower buildings at Monash University to the east which have heights of 8-11 storeys.

The proposed building would retain the heritage facade at 9 Derby Road and incorporate a low-scale entry to the Serviced Apartments, replacing the building to be demolished at 13 Derby Road. The main part of the building would have a stepped appearance with a mid-rise 6 storey podium setback 8m from Derby Road and a tower setback a further 4m. The tower would rise to a total of 15 storeys. The top floor, containing a communal area and terrace, would be recessed and, due to the slope of the land, the front of the building would read as 14 storeys.

The building would be of a modern architectural style with design detail comprising a mixture of materials, finishes and colours that would complement both the heritage character of Derby Road and the wider area where there is a variety of building styles, including traditional low-rise shopfronts, and modern multi-storey buildings.

Heritage

The demolition of 13 Derby Road, a single storey Moderne style building constructed in 1940/41, requires careful assessment having regard to the considerations of Council's Heritage Policy and the decision guidelines of the Heritage Overlay.

The building at 13 Derby Road has a contributory heritage value. Under the Heritage Overlay, consideration must be given to whether demolition would adversely affect the significance of the heritage place.

The Heritage Policy allows demolition to be considered if the original fabric of the building has been compromised and it is demonstrated that the replacement building would display design excellence and would positively support the ongoing significance of the heritage precinct.

The applicant's heritage advisor contends that the building was modified in the 1980's and is not a high-quality example of its period and makes only a limited contribution to the significance of the heritage place. Balancing factors including the quality of the replacement building and the altered nature of the existing building with its minor contribution to the streetscape, the demolition of this building and its replacement with a simple entry structure is considered to be an acceptable outcome.

The Heritage Policy provides guidance for new buildings in Commercial Heritage Areas. It is considered that the proposal achieves a good level of compliance with the policy given the retention of the front façade of 9 Derby Road, the setbacks of the podium and tower from the front of the site and the visually interesting, contemporary style of the proposed building. It is considered that the partial demolition and retention of the front facade of 9 Derby Road would not adversely affect the heritage qualities of the area.

The Heritage Overlay decision guidelines require careful assessment to determine whether the location, bulk, form and appearance of a new building would not adversely affect and be in keeping with the character and appearance of adjacent buildings and the heritage place.

For the reasons outlined below, it is considered that the height, scale and massing of the building would be sufficiently in keeping with, and respectful of, the heritage qualities of the Derby Road streetscape.

Height, Scale and Massing

Apart from the height of the building, it is considered that the scale and massing of the proposal would be suitable for the site's built form context, which includes low-rise heritage buildings fronting Derby Road and taller modern buildings in the wider area. This conclusion is also reached having regard to the need to balance the various planning scheme provisions relating to heritage, building design and the status of the activity centre.

The stepped setbacks of the podium and tower from the front of the site would ensure that the heritage streetscape would not be unreasonably overwhelmed by the proposal. Notwithstanding the above, it is considered that the overall height of the building would be too tall having regard to the 10-14 storey height suggested by VCAT and the height of nearby towers at Monash University to the east and in the City of Stonnington to the north.

Whilst there is general guidance on building height in both the Phoenix Precinct and Heritage Policies, there is currently no maximum mandatory or discretionary height limits for this area. It is acknowledged that future strategic work will be done by Council and the Victorian Planning Authority in the formulation of the Caulfield Station Precinct Structure Plan. However, this work might not be completed for some time.

Council's Urban Designer has recommended a maximum building height of 8-9 storeys, with the tower section of the building setback from the northern boundary, as this would allow for the building to present as a 'read in the round' design. Whilst the concerns regarding the overall building height are supported in part, the reduction to 8-9 storeys is not something that can be supported through this recommendation. As stated within this report, VCAT considered that a building height of 10-14 storeys would be appropriate on this site. The recommendation to set the tower section back from the northern boundary to create a 'read in the round' design is also not supported. VCAT considered that the northern elevation did not need to be designed in such a manner, as it is likely that a building of a similar scale could be proposed on the allotment immediately to the north, whereby it would be acceptable for it to abut this wall and therefore providing development equity for this neighbouring site that also considers the efficient use of the land.

Given these factors, it is recommended that the height of the building be reduced by 3 storeys to be more consistent with the existing Monash University towers. This would entail the deletion of the fourth floor from the podium (described as the third floor on the plans) and 2 typical floors from the tower. The resulting 12 storey building would appear as an 11 storey building when viewed from the eastern side of Derby Road. The deletion of the fourth floor from the podium would have the benefit of reducing the expanse of the less detailed southern elevation which would be visible from Sir John Monash Drive and the railway line.

The deletion of 3 storeys would result in a reduction in the number of Serviced Apartments from 49 to 37. This would enable a reduction in the number of car spaces (but no reduction in the car parking rate of 0.53 car spaces/unit).

The architectural quality of the building is considered to be of a high standard with well-articulated facades featuring a variety of building materials, colours and finishes. Nevertheless, it is considered that the western elevation should be provided with greater visual interest as it will be visible from the railway line and other nearby vantage points. A

condition will be included in the recommendation to improve the appearance of the building on this elevation.

Amenity Impacts

As there are no sensitive residential interfaces, there would be no unreasonable amenity impacts caused by overshadowing or overlooking. Furthermore, the Serviced Apartments would have either an east or west orientation which would limit views toward the adjoining sites to the north and south.

Shadow diagrams have been submitted that show that there would be some overshadowing of the sites to the south throughout the day. The extent of overshadowing is considered to be an acceptable outcome within this commercial area with good sunlight penetration to Derby Road until the mid-afternoon.

Equitable Development Opportunities

A 3m setback has been provided from the rear boundary to recognise the possibility of a future development to the west (i.e. Zagame's Hotel car park). This will allow for reasonable daylight and a sense of separation to mitigate potentially unreasonable overlooking.

Setbacks have also been provided from the southern boundary to allow for future development of the adjoining site to the south.

A zero lot line has been adopted for the adjoining site to the north, which would provide a development opportunity for a proposal of a similar form and scale to that proposed on the subject land.

Landscaping

There are no important trees on the site. There is a canopy tree on the adjoining property to the south which may be impacted by the proposal. However, there are no decision guidelines in the Commercial 1 Zone that require the impact on that tree to be considered.

There is a street tree at the front of the site that will need to be protected during the construction of the building. Street tree protection conditions suggested by Council's Park Services Department are included in the recommendation.

Internal amenity

The room layouts and floor areas of the 1 and 2 bedroom Serviced Apartment units are considered to be suitable for the purpose of short-stay accommodation.

All of the habitable rooms, except for 1 bedroom, would have good access to sunlight and/or daylight. Approximately half of the Serviced Apartments would have balconies. The building would also include a guest lounge and a communal area on the top floor with a rooftop terrace.

Car Parking and Traffic

A total of 28 on-site car spaces are proposed within a car stacker system, with access from the laneway at the rear which connects to Sir John Monash Drive. A total of 26 car spaces would be set aside for the Serviced Apartments and 2 car spaces for the Food and Drink Premises.

The statutory parking requirement for a Food and Drink Premises is 3.5 car spaces/100sqm of leasable floor area. This equates to 6 car spaces, representing a shortfall of 4 car spaces in the proposal. Council's Transport Planning Department has advised that it is satisfied with this reduction in car parking, given the availability of on-street parking and public transport that will accommodate the needs of staff.

There is no statutory parking requirement for Serviced Apartments under the State Government guidelines. However, the applicant's submission suggests that a rate of 0.3-0.6 car spaces/unit is considered to be adequate. The provision of 26 car spaces equates to a parking rate of 0.53 car spaces/unit. In practice, it is anticipated that the parking demand would be less than 26 car spaces because many guests would travel by public transport (e.g., train, tram, taxi and rideshare).

Given the deletion of 3 storeys and 12 Serviced Apartments, a consequential change would be a reduction in the number of car spaces in the car stackers. This would be acceptable provided that the parking ratio of at least 0.53 car spaces per unit is maintained.

The applicant has advised that a valet parking service will be provided for the Serviced Apartment guests to ensure the safe and effective use of the car stacker system. Recognising that the management of the car stacker system is a vital component of the operation of the Serviced Apartments, a condition has been included to require the submission of a Car Parking Management Plan for approval.

The provision of 29 bicycle parking spaces in the basement for both staff and visitors is considered to be adequate by Council's Transport Planning Department.

Council's Transport Planning Department has advised that the proposal would not have a significant impact on the operation and function of the rear laneway, Derby Road, Sir Monash Drive or the surrounding road network.

Management plan requirements

A Car Parking Management Plan (CPMP), Construction Management Plan (CMP) and Waste Management Plan (WMP) are required. Conditions have been included outlining the requirements of the 3 management plans.

Objector concerns

The concerns of the objectors are acknowledged. As discussed in the preceding parts of this report, conditions have been included to reduce the height and improve the appearance of the proposal. Whilst it is considered that adequate parking will be provided for staff and guests, the traffic and parking impacts will also be managed through the Car Parking Management Plan.

FINANCIAL, RESOURCE AND ASSET MANAGEMENT IMPLICATIONS

There are no financial, resource or asset management implications associated with this report.

POLICY AND LEGISLATIVE IMPLICATIONS

All matter required at Section 60 of the *Planning and Environment Act 1987* have been taken into consideration as part of the assessment of this application.

LINK TO COUNCIL AND COMMUNITY PLAN

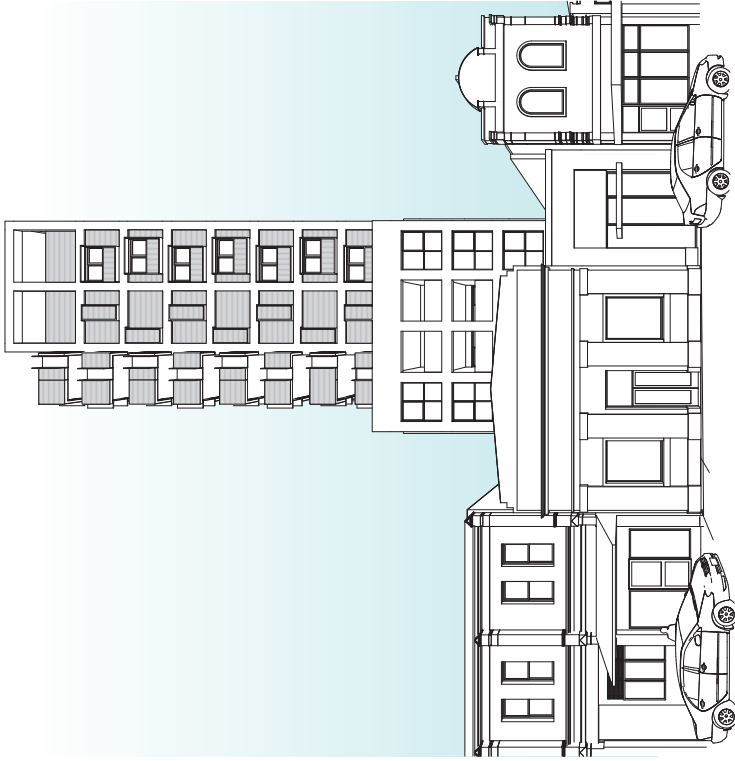
Theme One: Liveable and Well Designed
A well planned City that is a great place to live.

OFFICER DECLARATION OF CONFLICT OF INTEREST

No officers involved in the preparation of this report have any direct or indirect interest in this matter.

CONCLUSION

That a Notice of Decision to Grant a Planning Permit be issued.



9-13 DERBY ROAD CAULFIELD EAST

PROPOSED SERVICED APARTMENTS

TOWN PLANNING APPLICATION

22/05/2018

TP0.00	COVER PAGE	-
TP2.01	LOCALITY PLAN	-
TP2.02	URBAN CONTEXT PLAN	-
TP2.03	SITE ANALYSIS PLAN	-
TP2.04	URBAN CONTEXT ANALYSIS	-
TP2.05	EXISTING STREETSCAPE PHOTOS	-
TP2.06	DEMOLITION PLAN	-
TP2.07	EXISTING SHADOW DIAGRAM	-
TP2.08	PROPOSE DSHADOW DIAGRAM	-
TP3.01	DESIGN RESPONSE PLAN	-
TP3.02	STREETSCAPE ELEVATIONS	-
TP3.03	MATERIALITY	-
TP3.04	VISUAL AIDS	-
TP3.05	VISUAL AIDS	-
TP4.01	FLOOR PLANS (BF 1-2)	-
TP4.02	FLOOR PLANS (LGF)	-
TP4.03	FLOOR PLANS (UGF)	-
TP4.04	FLOOR PLANS (1F)	-
TP4.05	FLOOR PLANS (2F)	-
TP4.06	FLOOR PLANS (3-4F)	-
TP4.07	FLOOR PLANS (6F)	-
TP4.08	FLOOR PLANS (6-12F)	-
TP4.09	FLOOR PLANS (RF)	-
TP4.10	DESIGN DEVELOPMENT	-
TP4.11	UNIT LAYOUTS	-
TP4.12	UNIT LAYOUTS	-
TP5.01	ELEVATIONS	-
TP5.02	ELEVATIONS	-
TP6.01	SECTIONS	-
TP6.02	SECTIONS	-
TP6.03	SECTIONS	-
TP7.01	SURVEY PLAN	-



The subject site situated within the Phoenix Precinct development, policy under Glen Eira Planning Scheme. It is categorised into development Area 5 together with Caulfield Plaza. The Derby Road strip shopping centre and Caulfield plaza acting as a vital element to the social, cultural and economic life of the precinct; carrying unique character derived from its concentration of retail, commercial, heritage places; interface with Dandenong Road, Caulfield Plaza, railway station. It is nonetheless a complementary amenities to the Monash University precinct. An comprehensive study on the uniqueness of subject site has become the essence of the development proposal.

GLEN ERA PLANNING SCHEME - PHOENIX PRECINCT POLICY



SITE DESCRIPTION

THE SUBJECT SITE IS KNOWN AS NO 9-13 DERBY ROAD, CAULFIELD

THE SITE MEASUREMENTS ARE:

- NORTHERN BOUNDARY 37.19m
- SOUTHERN BOUNDARY 36.22m
- WESTERN BOUNDARY 13.81m
- EASTERN BOUNDARY 14.67m

THE SITE IS CURRENTLY USED AS RETAIL COMMERCIAL LOT.

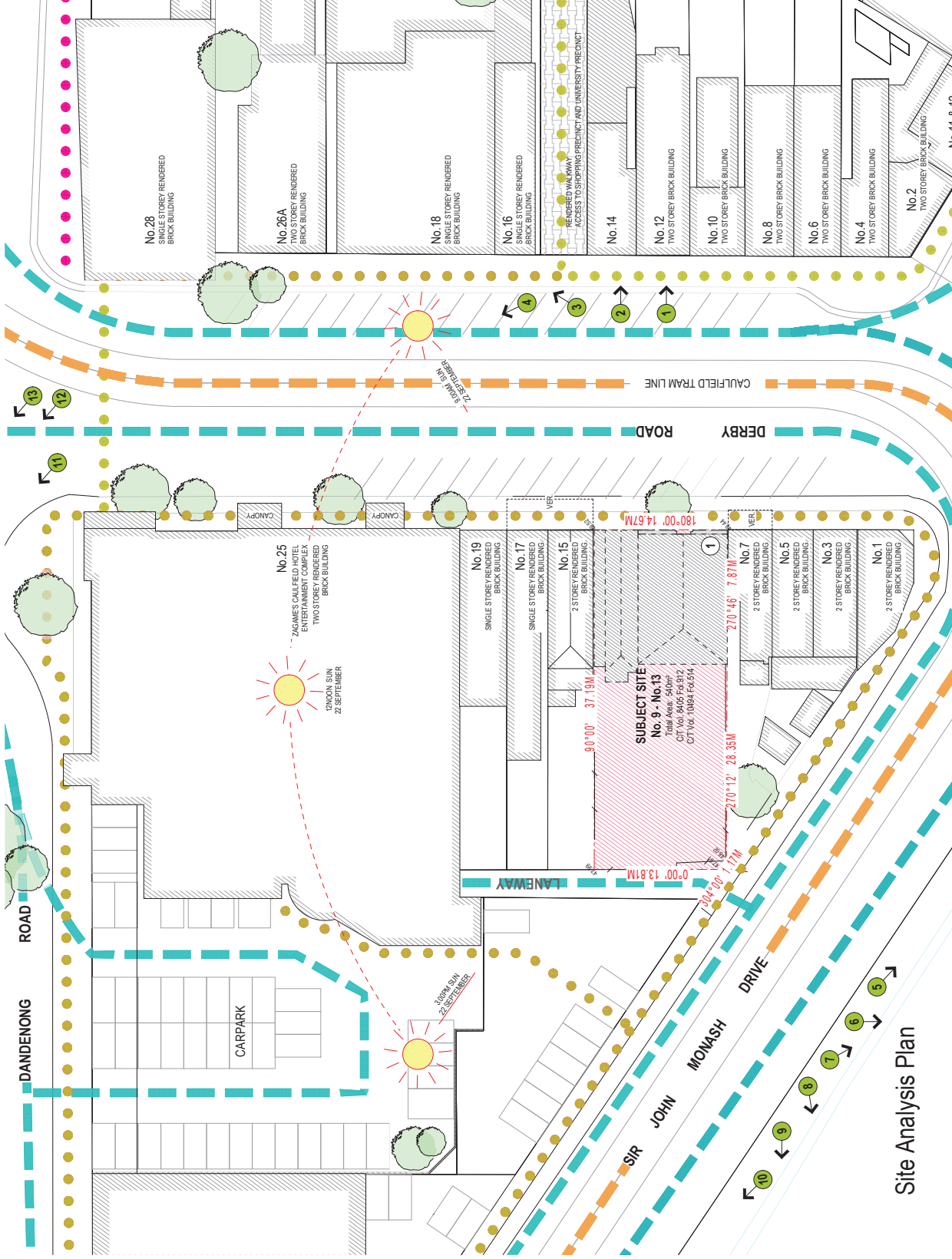
SITE ANALYSIS PLAN

LEGEND

POS PRIVATE OPEN SPACE
HW HABITABLE WINDOW
NW NON-HABITABLE WINDOW
VER VERANDAH

EXISTING TREE
PEDESTRIAN ACCESS
VEHICULAR ACCESS
PUBLIC TRANSPORTATION ROUTE
EXISTING FENCING
SITE TITLE BOUNDARY
EXISTING HERITAGE FACADE TO BE RETAINED
EXISTING BUILDING TO BE DEMOLISHED

1 MONASH UNIVERSITY PRECINCT
2 CAULFIELD PLAZA & OPEN CARPARK
3 MONASH CHILD CARE CENTRE
4 TRAN STOP DANDENONG ROAD - STOP 58
5 CAULFIELD RAILWAY STATION
6 CAULFIELD RACECOURSE
7 EAST CAULFIELD RESERVE
8 SMITH STREET COMMERCIAL PRECINCT
9 CAULFIELD VILLAGE RESIDENTIAL PRECINCT
10 ZAGAME'S ENTERTAINMENT COMPLEX
11 DANDENONG MIXED USED RESIDENTIAL PRECINCT
12 WALVERN PRIMARY SCHOOL
13 MONASH UNIVERSITY MUSEUM OF ART



PROPOSED SERVICED APARTMENTS

NO.	DATE	BY	REVISION
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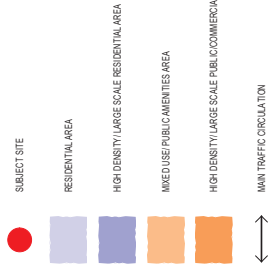
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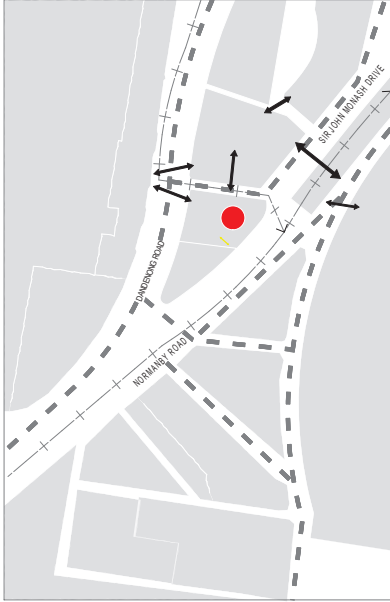
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CHECKED: J.M.
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REV A: 28/02/2018



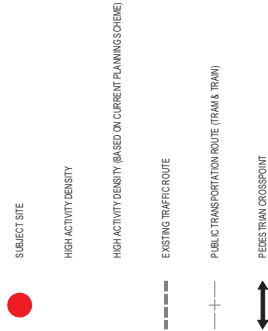
GLEN EIRA & CITY OF STONNINGTON DEVELOPMENT PLANNING SCHEME



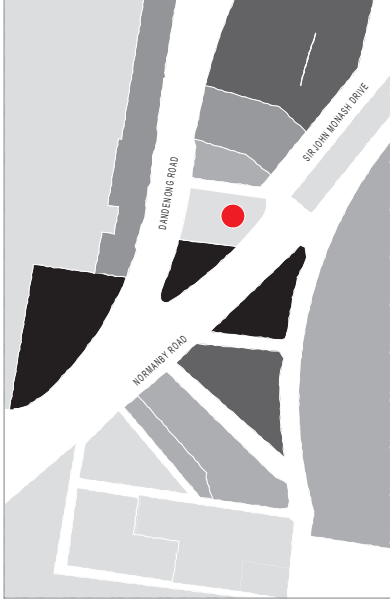
STRENGTH:	Vital location within public amenities zone. Heritage planning overlay provide affirmation to the heritage value of subject site as the vital area of Derby Road precinct. Planning scheme encourage the development of shop-top accommodation in Derby Road
WEAKNESSES:	Isolated from high density development plan of surrounding neighbour building Overshadowing and view obstruction from high-rise development of neighbouring site
OPPORTUNITIES:	Enhance connection with Caulfield Plaza to complement the Phoenix Precinct Area 5 Planning Retain and enhance existing heritage built form while creating connection to contemporary developing neighbourhood with complimentary architecture built form
THREATS:	Neighbouring with high-rise development planning zone might affected by view obstruction and overshadowing by upcoming surrounding high-rise building.



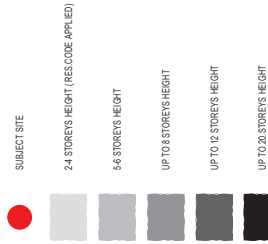
ACTIVITIES DENSITY AND MOVEMENT



STRENGTH:	Walking distance to Monash university, retail and leisure amenities. Walking distance to tram stop and train station. High activities footprint contributes to a diffused living environment
WEAKNESSES:	High level of noise from traffic and surrounding commercial amenities. Busy street from increase difficulty for construction process.
OPPORTUNITIES:	Public amenity to be provided on ground level of proposed development Proposal for high density accommodation household
THREATS:	High traffic zone could result in potential noise and circulation issue



BUILDING HEIGHT PLANNING



STRENGTH:	Subject site situated between variety of building height planning zone Mid-rise development is permissible on subject site zone
WEAKNESSES:	Existing retail buildings type with no setback from adjoining neighbour lot boundary.
OPPORTUNITIES:	Mid-rise development with appropriate setback in response to heritage planning overlay. Landscape design on higher storeys of propose building to enhance skyline view Appropriate transition in scale and bulk between high-rise planning zoned neighbour and Caulfield Plaza site Vibrant, rhythmic and appropriate fenestration on building facade design to enhance skyline of Phoenix Precinct.
THREATS:	Neighbouring site with possible high-rise building development contributes to ambiguous view and overshadowing issue Sensitive heritage overlay of subject site existing building

Urban Context Analysis



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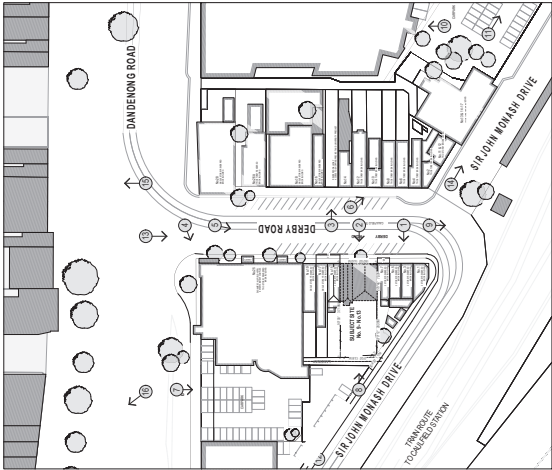
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Project Name: **PROPOSED SERVICED APARTMENTS**
Project Address: **9-13 DERBY ROAD, CAULFIELD EAST**
Project Title: **Urban Context Analysis**

Rev	Date	By	Check
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DATE: APRIL 2018
DRAWN: JONG
CHECKED: JONG
REV: TP2.04
Rev A (28/07/2018)



KEY PLAN
NOT TO SCALE



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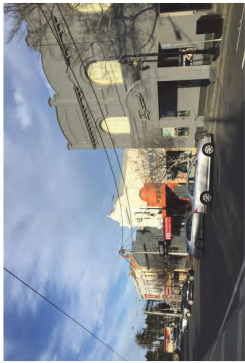
2 No. 9-13 DERBY ROAD (SUBJECT SITE)



3 No. 16 (ACCESS TO CAULFIELD PLAZA)



4 No. 25 ZAGAME'S ENTERTAINMENT COMPLEX



5 STREET VIEW



6 STREET VIEW



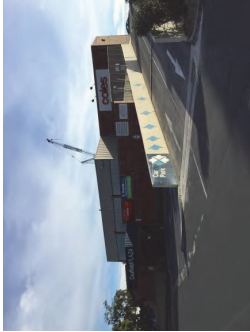
7 CARPARK (VIEW FROM DANDENONG RD)



8 SUBJECT SITE BACKYARD VIEW



9 STREET VIEW



10 CLAUFIELD PLAZA CARPARK ENTRY



11 MONASH UNIVERSITY CAMPUS



12 VIEW FROM SIR JOHN MONASH DRIVE



13 VIEW FROM SIR JOHN MONASH DRIVE



14 RAILWAY STATION STREET VIEW



15 DANDENONG RD DEVELOPMENT



16 No. 839 DANDENONG RD APARTMENT

Existing Streetscape Photos



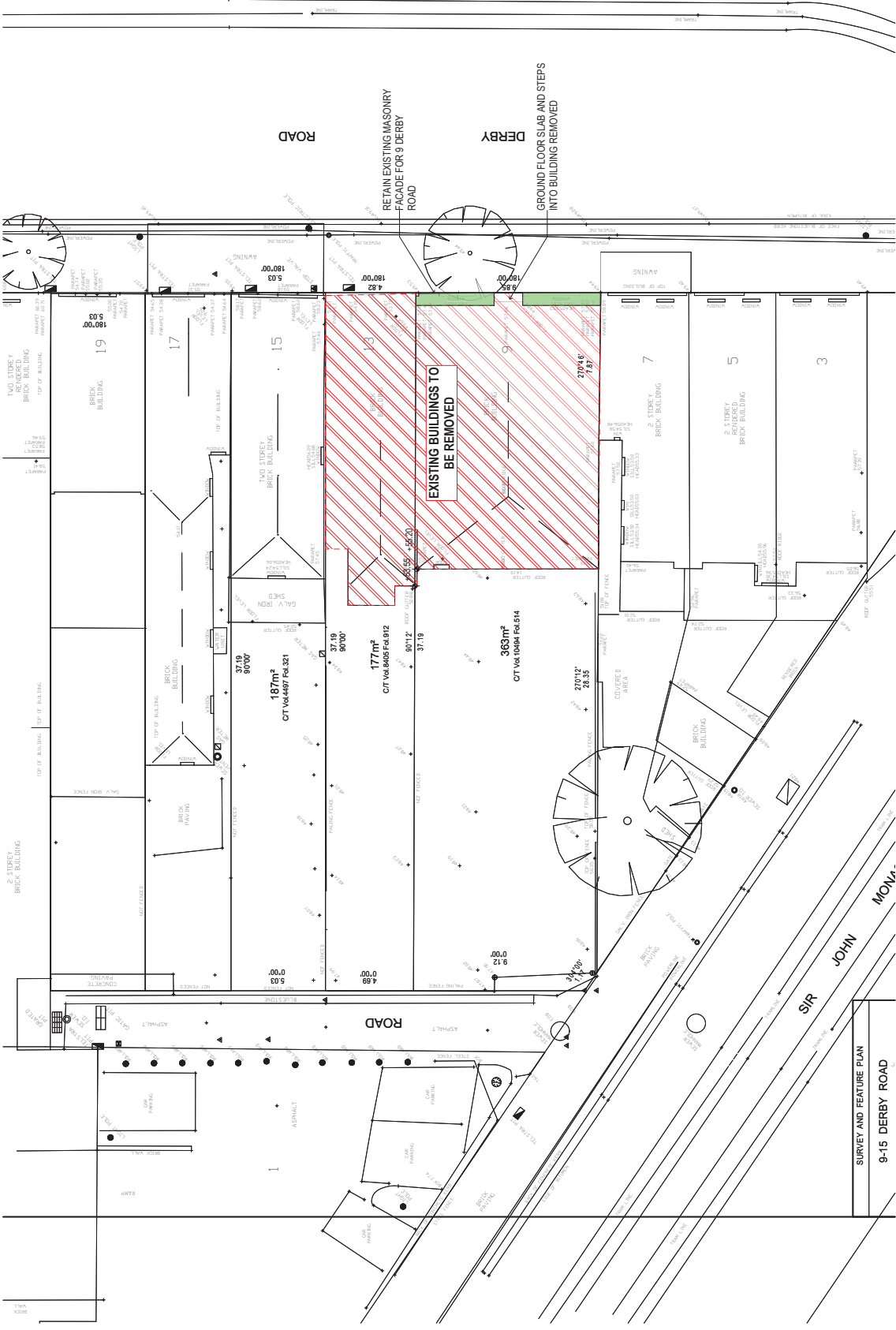
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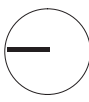
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PROPOSED SERVICED APARTMENTS
9-13 DERBY ROAD, CAULFIELD EAST
Existing Streetscape Photos


DATE	BY	REVISION
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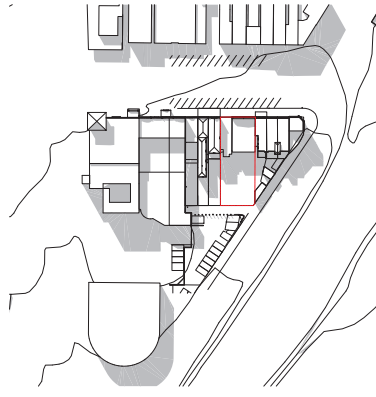
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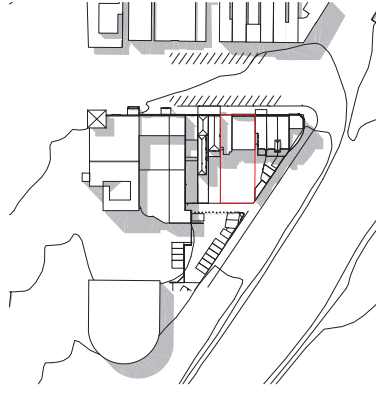
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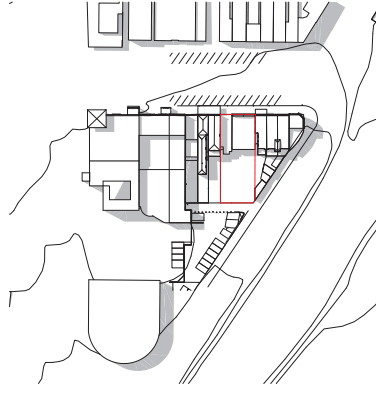
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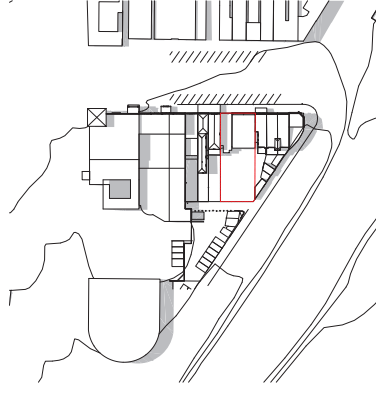
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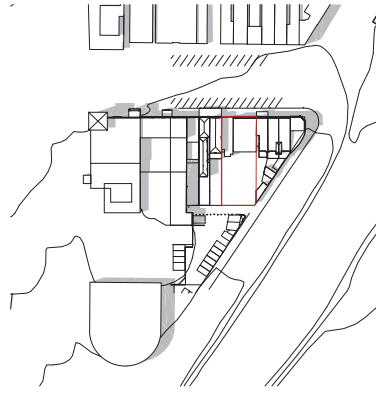
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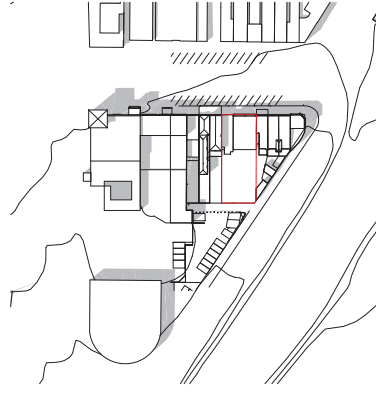
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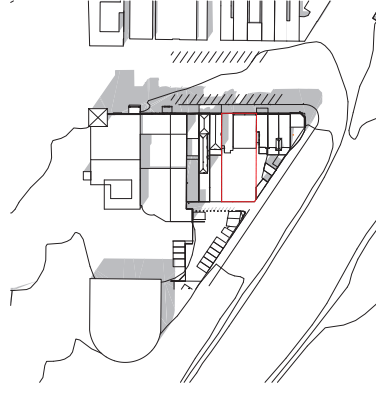
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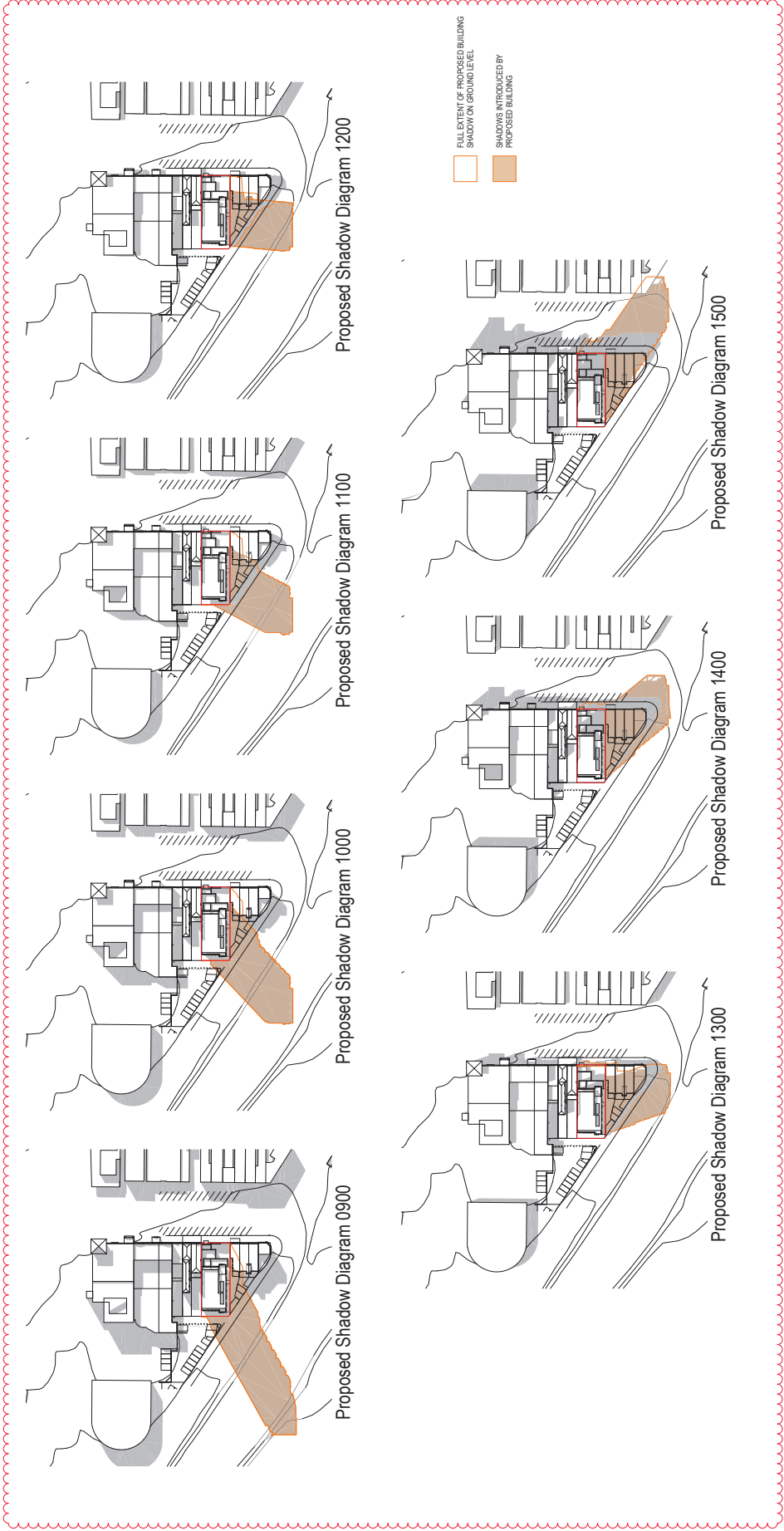
Existing Shadow Diagram 1400

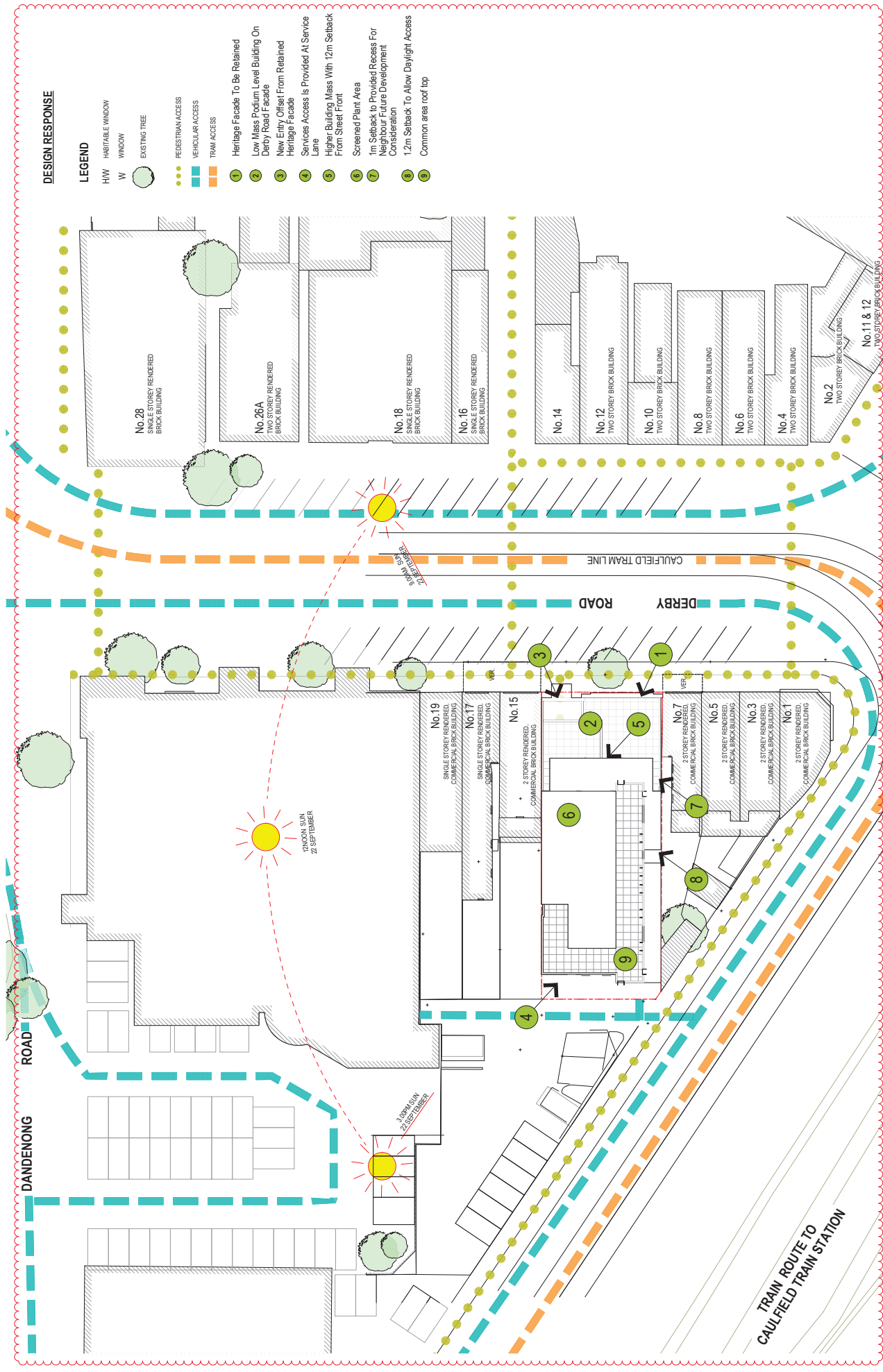


Existing Shadow Diagram 1500



SUBJECT SITE BOUNDARY



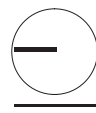


DESIGN RESPONSE

LEGEND

- HABITABLE WINDOW
- W WINDOW
- EXISTING TREE
- PEDESTRIAN ACCESS
- VEHICULAR ACCESS
- TRAM ACCESS
- Heritage Facade To Be Retained
- Low Mass Podium Level Building On Derby Road Facade
- New Entry Offset From Retained Heritage Facade
- Services Access Is Provided At Service Lane
- Higher Building Mass With 12m Setback From Street Front
- Screened Plant Area
- 1m Setback to Provided Recess For Neighbour Future Development Consideration
- 1.2m Setback To Allow Daylight Access
- Common area roof top

SCALE	1:1000/A1	DATE	APRIL 2018
DRAWN	1:2000/A3	DRAWN	JONG
CHECKED		REV	TP3.01
			Rev A (28/02/2018)

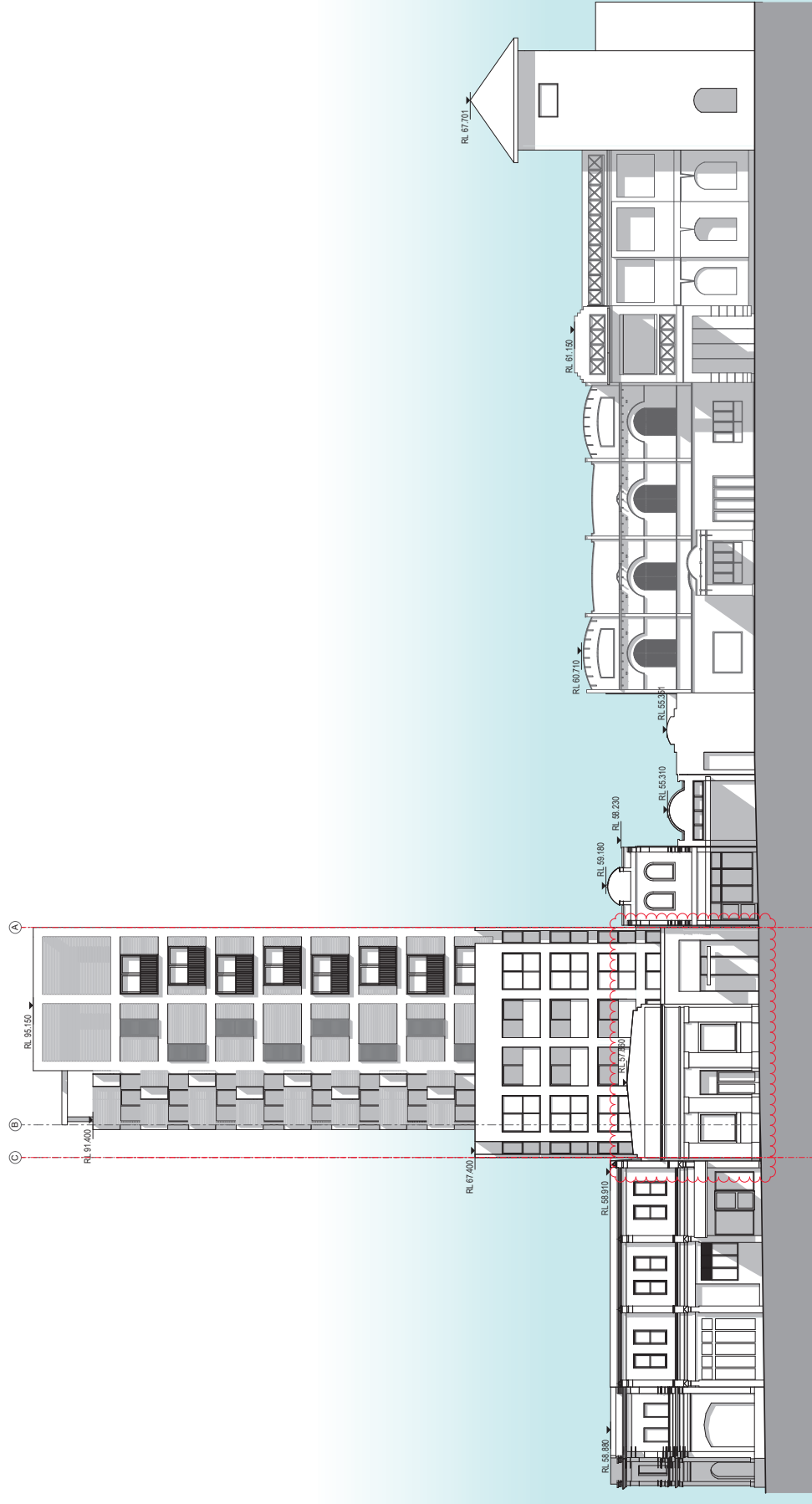


PROPOSED SERVICED APARTMENTS
9-13 DERBY ROAD, CAULFIELD EAST
Design Response Plan

NO.	DATE	REVISION
1	20/07/18	ISSUED FOR PERMIT
2	20/07/18	ISSUED FOR PERMIT
3	20/07/18	ISSUED FOR PERMIT
4	20/07/18	ISSUED FOR PERMIT
5	20/07/18	ISSUED FOR PERMIT
6	20/07/18	ISSUED FOR PERMIT
7	20/07/18	ISSUED FOR PERMIT
8	20/07/18	ISSUED FOR PERMIT
9	20/07/18	ISSUED FOR PERMIT
10	20/07/18	ISSUED FOR PERMIT
11	20/07/18	ISSUED FOR PERMIT
12	20/07/18	ISSUED FOR PERMIT

LEVEL 1:1450 (BRIDGE ROAD) (ENCLINED)
VICORIA (AUSTRALIA) 3121
INTERLAND MANTISSO ARCHITECTS
110/111 BRIDGE ROAD, CAULFIELD EAST
VIC 3121
TEL: 03 9594 1111
WWW.INTERLANDMANTISSO.COM.AU
INTERLAND MANTISSO PTY LTD
ACN 115 447 742





Proposed Streetscape Elevation



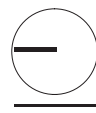
LEVEL 11450 BRIDGE ROAD, RICHMOND
VICTORIA, AUSTRALIA 3121
TEL: 03 9438 4444
WWW.INTERLAND.MANTELSSO.COM.AU
INTERLAND MANTESSO PTY LTD
ACN 115 442 742

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DATE	BY	DATE	BY
20/07/18	INTERLAND MANTESSO PTY LTD	20/07/18	INTERLAND MANTESSO PTY LTD
20/07/18	INTERLAND MANTESSO PTY LTD	20/07/18	INTERLAND MANTESSO PTY LTD
20/07/18	INTERLAND MANTESSO PTY LTD	20/07/18	INTERLAND MANTESSO PTY LTD
20/07/18	INTERLAND MANTESSO PTY LTD	20/07/18	INTERLAND MANTESSO PTY LTD
20/07/18	INTERLAND MANTESSO PTY LTD	20/07/18	INTERLAND MANTESSO PTY LTD
20/07/18	INTERLAND MANTESSO PTY LTD	20/07/18	INTERLAND MANTESSO PTY LTD
20/07/18	INTERLAND MANTESSO PTY LTD	20/07/18	INTERLAND MANTESSO PTY LTD
20/07/18	INTERLAND MANTESSO PTY LTD	20/07/18	INTERLAND MANTESSO PTY LTD
20/07/18	INTERLAND MANTESSO PTY LTD	20/07/18	INTERLAND MANTESSO PTY LTD

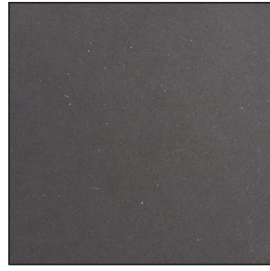
PROJECT
9-13 DERBY ROAD, CAULFIELD EAST
Streetscape Elevations

SCALE	DATE
1:1250 A1	APRIL 2018
1:2500 A3	20/07/18
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CHECKED	INTERLAND MANTESSO PTY LTD
REV	REV A (26/07/2018)

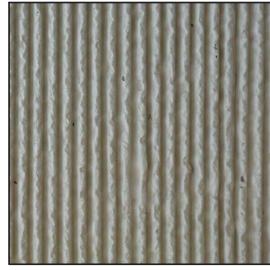




CN1
WHITE SMOOTH CONCRETE PAINT
FINISH



CN2
DARK GREY SMOOTH CONCRETE
PAINT FINISH



CN3
LIGHT GREY CORRUGATED
PATTERN CONCRETE PAINT
FINISH



CN4
COPPER STAIN TYPE 1 CONCRETE
PAINT FINISH



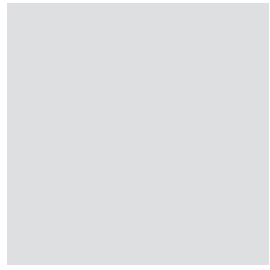
CN5
COPPER STAIN TYPE 2 CONCRETE
PAINT FINISH



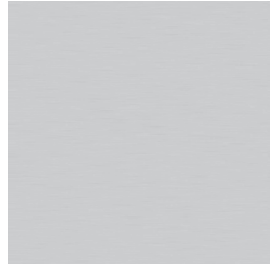
CN6
WHITE CORRUGATED PATTERN
CONCRETE PAINT FINISH



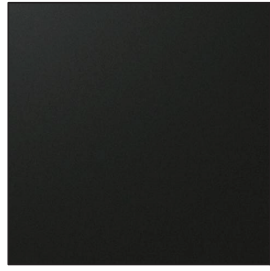
AL1
ALUMINIUM SCREENS, SHROUDS,
FINS POWDERCOAT FINISH -
DULUX - ZEUS DARK GREY



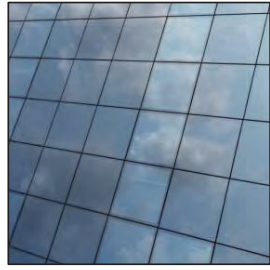
AL2
ALUMINIUM WINDOW AND DOOR
FRAMES ANODISED FINISH



AL3
NATURAL ZINC CLADDING
CLADDING



AL4
ALUMINIUM LOUVRE SCREEN
POWDERCOAT FINISH - DULUX -
ZEUS DARK GREY



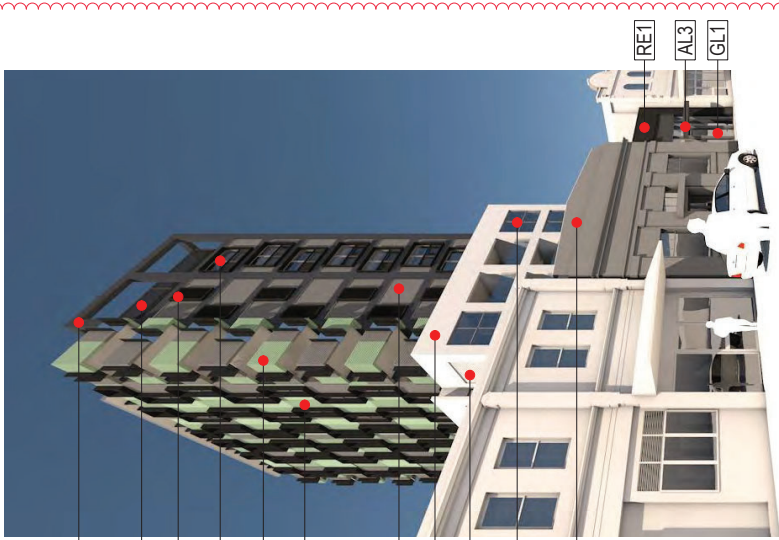
GL1
CLEAR GLAZING

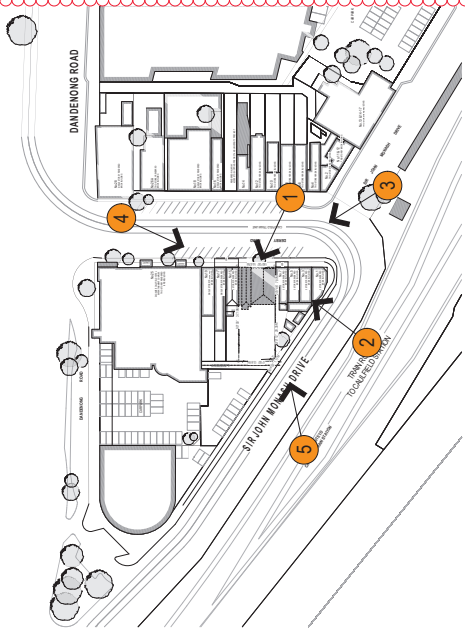


PT1
GREY PAINT FINISH



RE1
CHARCOAL RENDER FINISH

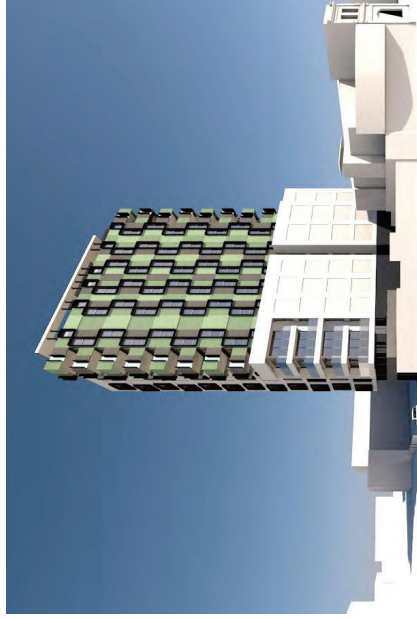




KEY PLAN
NOT TO SCALE



1



2



3



4

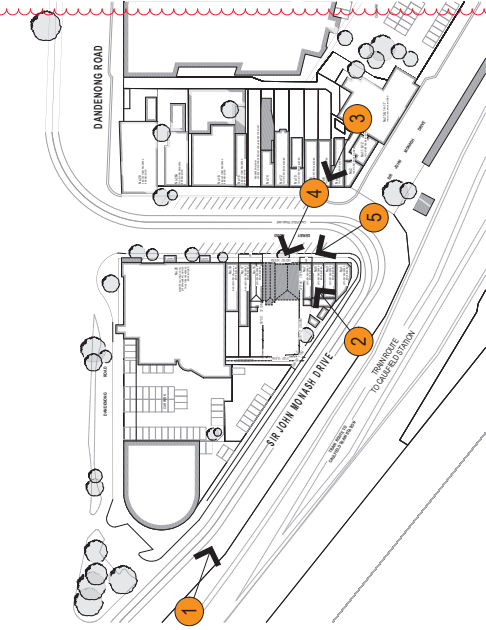


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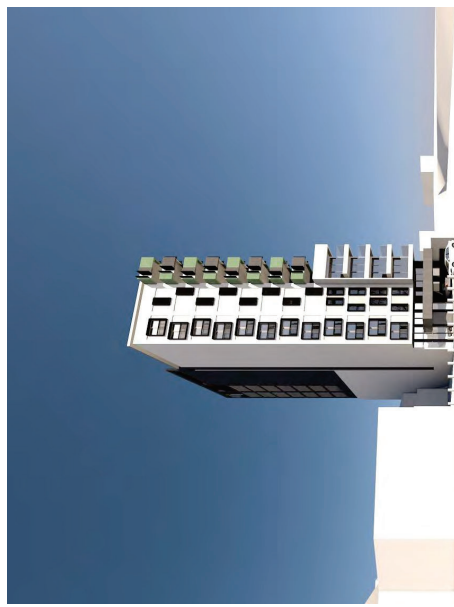
NOTE: ALL VISUAL AIDS ARE TAKEN
AT 1.7m ABOVE STREET LEVEL.

DATE	BY	REVISION
20/07/18	INTERLAND MANTISSO ARCHITECTS	1.00
20/07/18	INTERLAND MANTISSO ARCHITECTS	1.00
20/07/18	INTERLAND MANTISSO ARCHITECTS	1.00
20/07/18	INTERLAND MANTISSO ARCHITECTS	1.00
20/07/18	INTERLAND MANTISSO ARCHITECTS	1.00
20/07/18	INTERLAND MANTISSO ARCHITECTS	1.00
20/07/18	INTERLAND MANTISSO ARCHITECTS	1.00
20/07/18	INTERLAND MANTISSO ARCHITECTS	1.00
20/07/18	INTERLAND MANTISSO ARCHITECTS	1.00
20/07/18	INTERLAND MANTISSO ARCHITECTS	1.00

SCALE	DATE	APPROVED
1:100	APRIL 2018	10004
DRAWN	CHECKED	REV
		Rev A (20/07/2018)



KEY PLAN
NOT TO SCALE



1



2



3

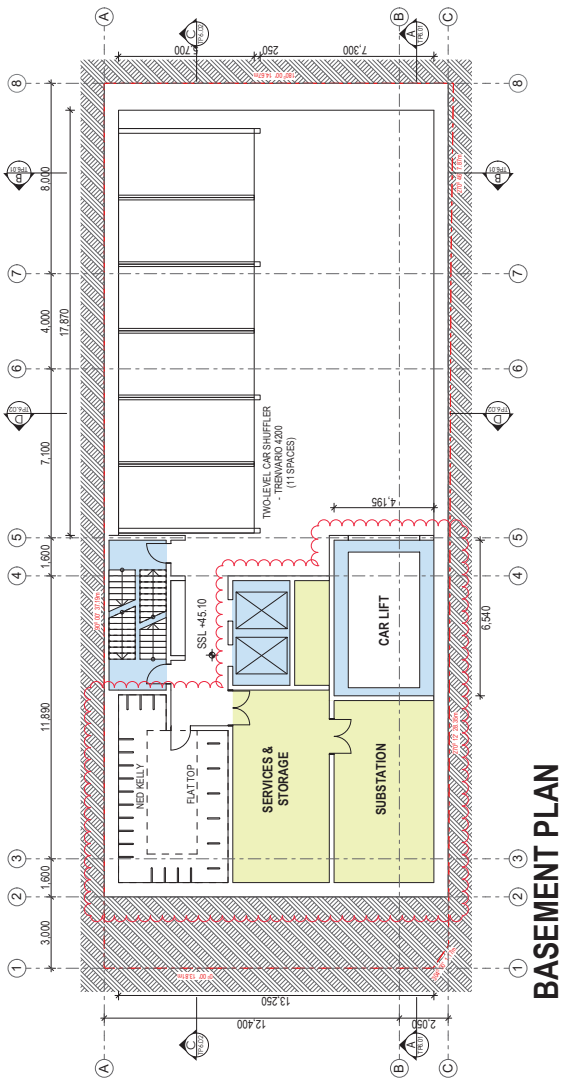


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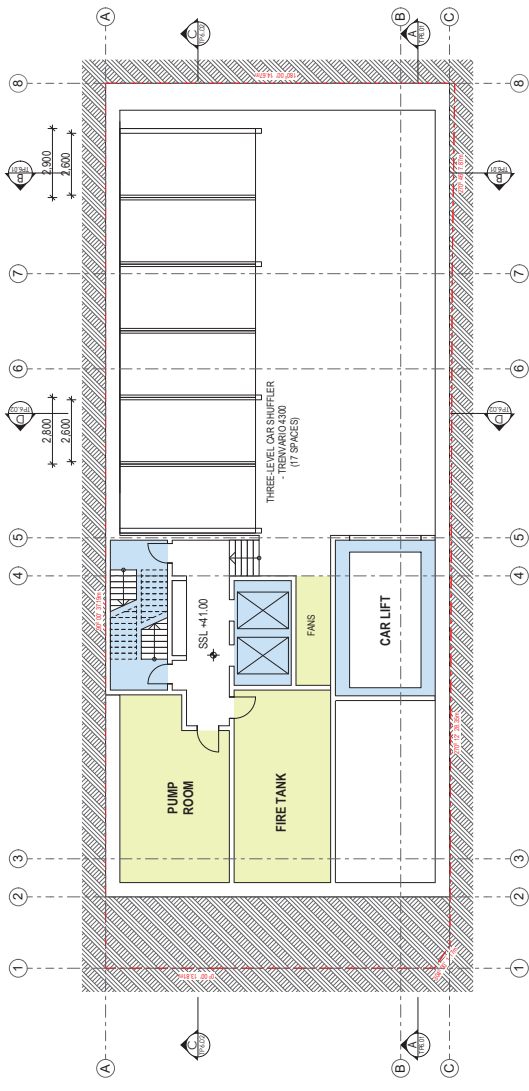


5

NOTE: ALL VISUAL AIDS ARE TAKEN
AT 1.7m ABOVE STREET LEVEL.



BASEMENT PLAN

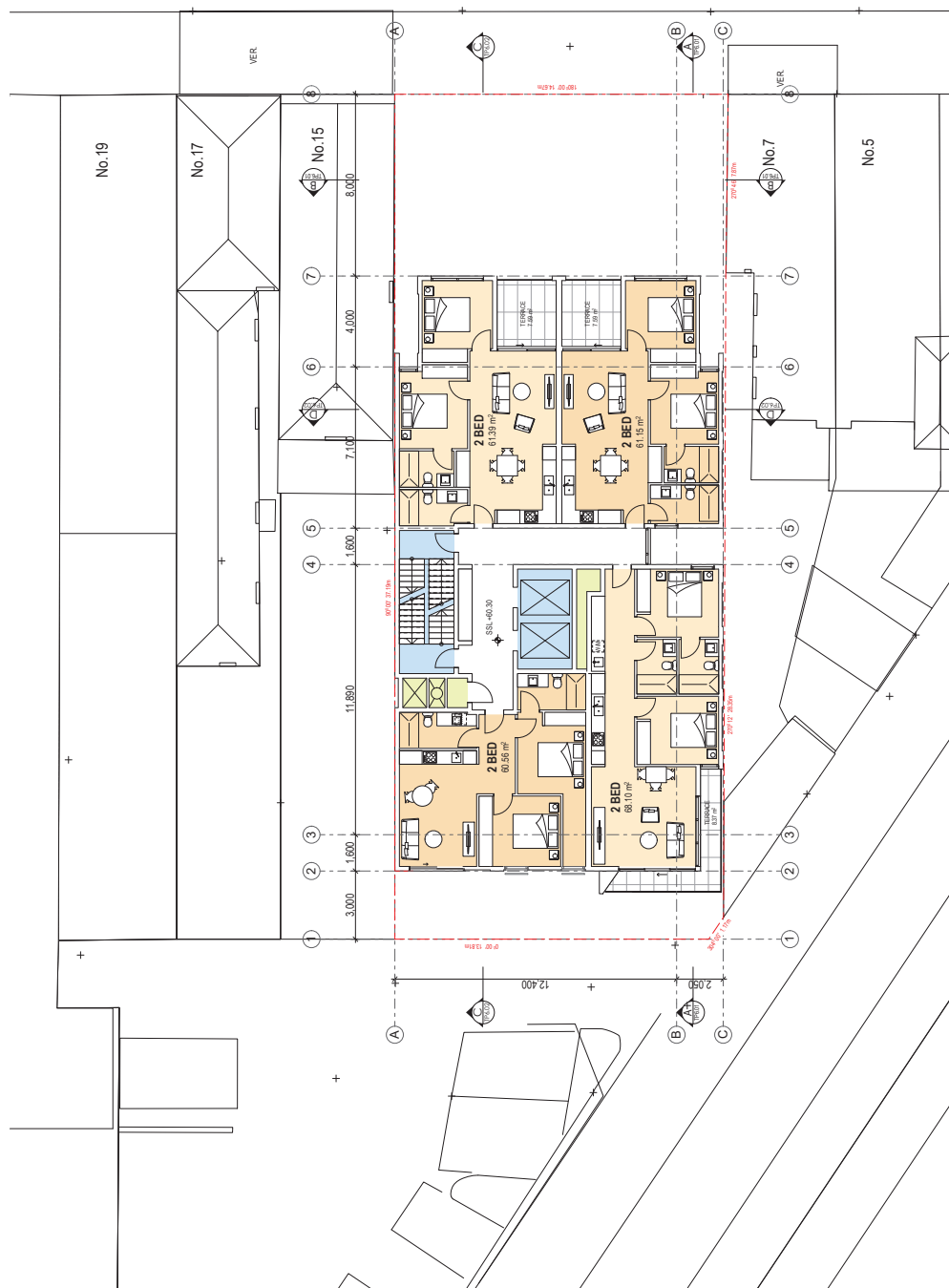


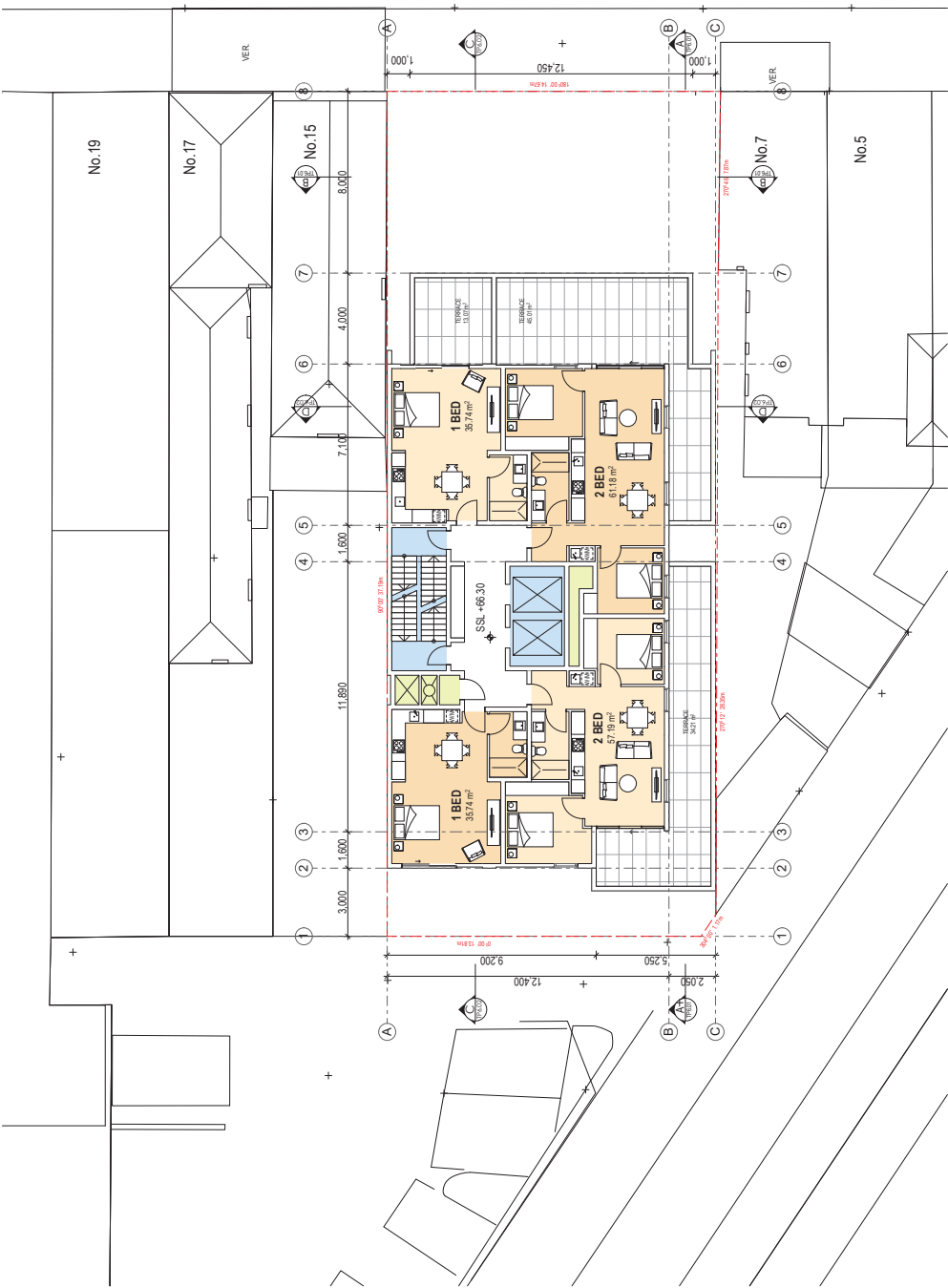
BASEMENT 2 PLAN

SCALE	DATE
1:1000/1	APRIL 2018
1:2000/3	JUNING 18004
DRAWN	DWG NO. TPA.01
CHECKED	REV. Rev A (28/07/2018)

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NAME	DATE	REVISION
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C	28/07/18	3
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E	28/07/18	5
F	28/07/18	6
G	28/07/18	7
H	28/07/18	8
I	28/07/18	9
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K	28/07/18	11
L	28/07/18	12
M	28/07/18	13
N	28/07/18	14
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P	28/07/18	16
Q	28/07/18	17
R	28/07/18	18
S	28/07/18	19
T	28/07/18	20
U	28/07/18	21
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X	28/07/18	24
Y	28/07/18	25
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AR	28/07/18	44
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BC	28/07/18	55
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BL	28/07/18	64
BM	28/07/18	65
BN	28/07/18	66
BO	28/07/18	67
BP	28/07/18	68
BQ	28/07/18	69
BR	28/07/18	70
BS	28/07/18	71
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BV	28/07/18	74
BW	28/07/18	75
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BY	28/07/18	77
BZ	28/07/18	78
CA	28/07/18	79
CB	28/07/18	80
CC	28/07/18	81
CD	28/07/18	82
CE	28/07/18	83
CF	28/07/18	84
CG	28/07/18	85
CH	28/07/18	86
CI	28/07/18	87
CJ	28/07/18	88
CK	28/07/18	89
CL	28/07/18	90
CM	28/07/18	91
CN	28/07/18	92
CO	28/07/18	93
CP	28/07/18	94
CQ	28/07/18	95
CR	28/07/18	96
CS	28/07/18	97
CT	28/07/18	98
CU	28/07/18	99
CV	28/07/18	100
CW	28/07/18	101
CX	28/07/18	102
CY	28/07/18	103
CZ	28/07/18	104
DA	28/07/18	105
DB	28/07/18	106
DC	28/07/18	107
DD	28/07/18	108
DE	28/07/18	109
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DH	28/07/18	112
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DQ	28/07/18	121
DR	28/07/18	122
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DY	28/07/18	129
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EG	28/07/18	137
EH	28/07/18	138
EI	28/07/18	139
EJ	28/07/18	140
EK	28/07/18	141
EL	28/07/18	142
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MJ	28/07/18	348





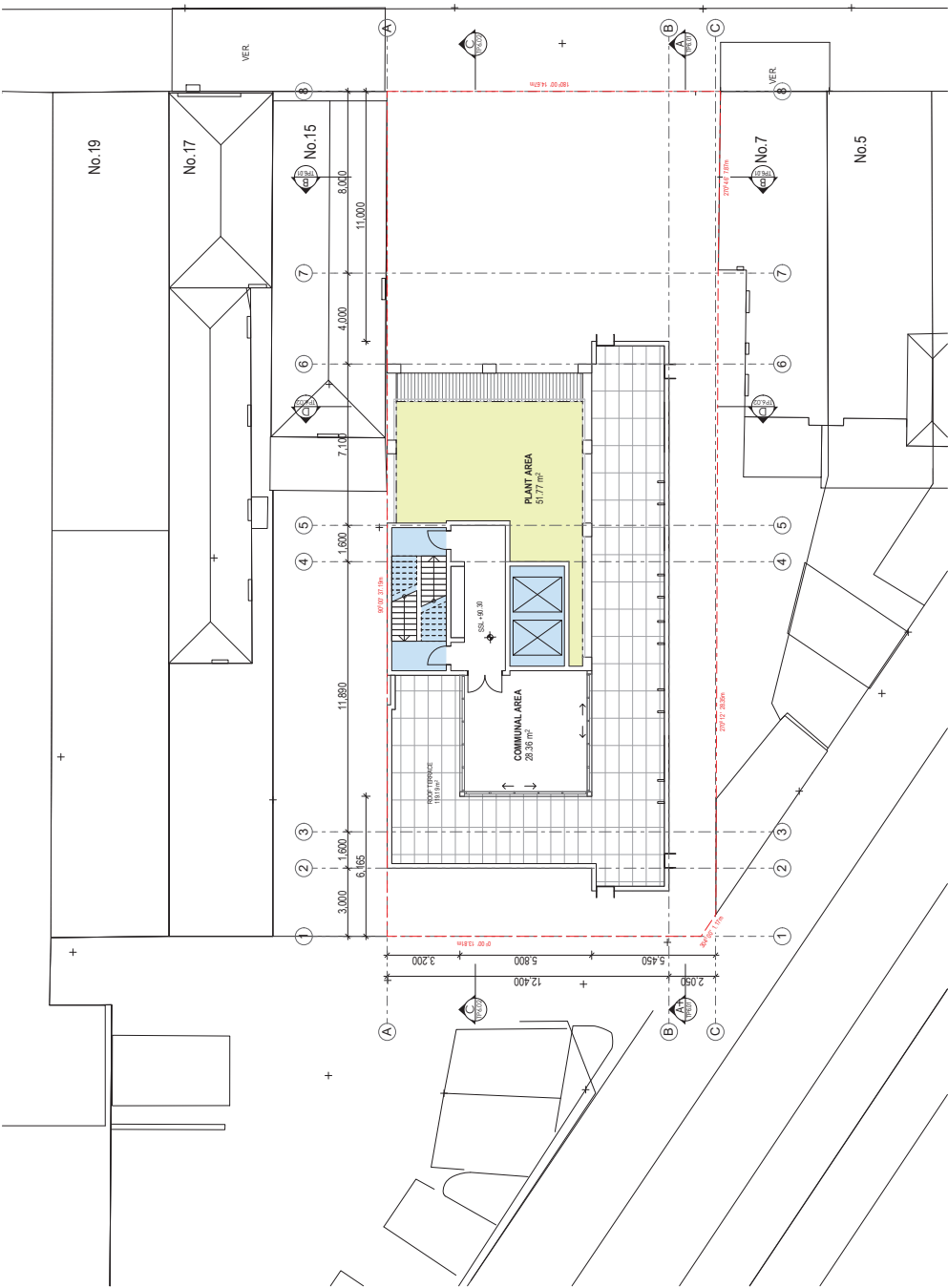
FIFTH FLOOR PLAN

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PROJECT: PROPOSED SERVICED APARTMENTS
 9-13 DERBY ROAD, CAULFIELD EAST
 DRAWN: TLE
 CHECKED: TLE
 DATE: APRIL 2018
 SCALE: 1:1000
 DRAWING NO: 12008/3
 REV: 1
 REV A: 28/07/2018



ROOF PLAN

DEVELOPMENT SUMMARY

9-13 DERBY ROAD, CAUFIELD EAST

SITE INFORMATION		
SITE AREA	540 m ²	
SITE COVERAGE	501.2m ²	92.76%
PERMEABILITY		0%

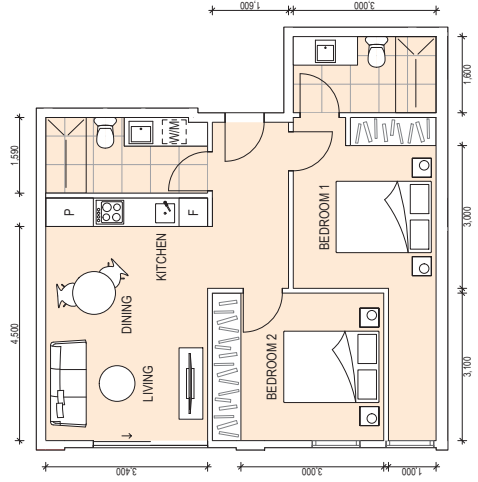
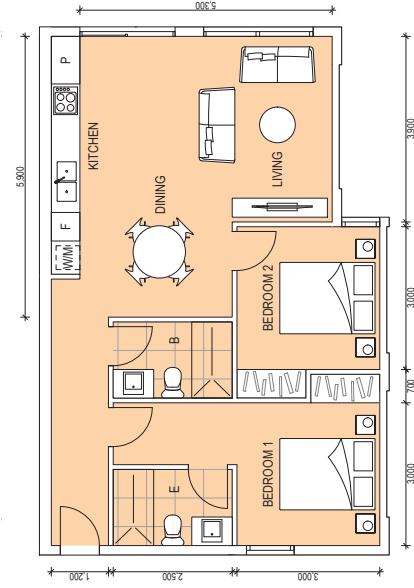
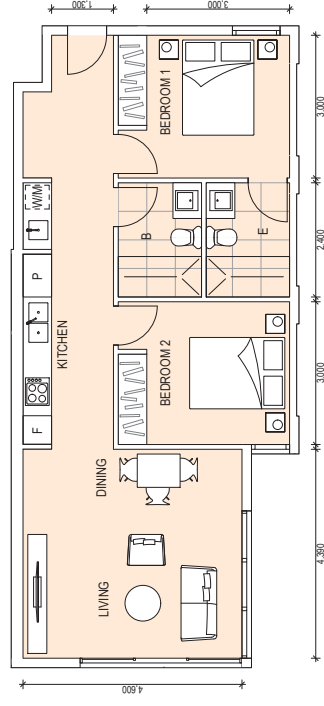
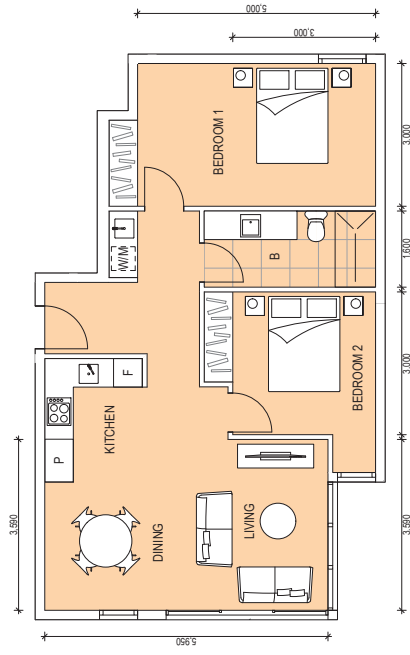
DEVELOPMENT APARTMENT SCHEDULE	
TOTAL No. SERVICED APARTMENTS	49
TOTAL No. CARPARK SPACE	28
TOTAL No. BIKE STORES	29

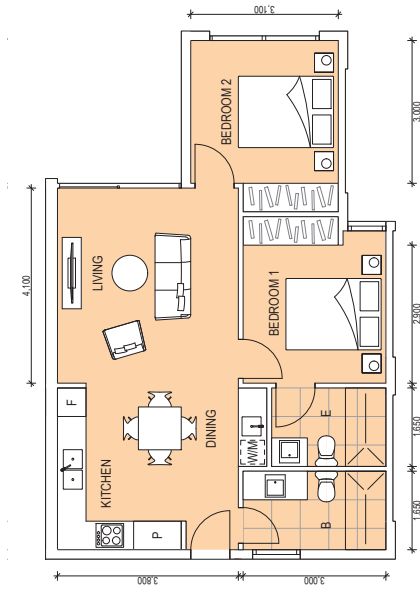
RESIDENTIAL AREAS				Terrace Area
Story	Bed/s	Laundry Area		
OFFER GROUND FLOOR	2 BED	70.08	12.04	
		70.08 m²		
	2 BED	60.56	33.59	
	2 BED	68.10	59.29	
1ST FLOOR	2 BED	69.83	8.37	
	2 BED	70.07		
		208.38 m²		
	2 BED	60.56	7.59	
2ND FLOOR	2 BED	61.15	7.59	
	2 BED	61.39	7.20	
	2 BED	68.10		
		201.20 m²		
3ND FLOOR	2 BED	60.56	7.59	
	2 BED	61.15	7.59	
	2 BED	61.39	8.37	
	2 BED	68.10		
4TH FLOOR		201.20 m²		
	2 BED	60.56	7.59	
	2 BED	61.15	7.59	
	2 BED	61.39	7.20	
5TH FLOOR	2 BED	68.10		
		201.20 m²		
	1 BED	35.74	13.07	
	1 BED	35.74	45.01	
6TH FLOOR	2 BED	57.19	34.21	
	2 BED	61.18		
		198.88 m²		
	1 BED	35.74		
7TH FLOOR	1 BED	35.74	7.65	
	2 BED	96.06	7.65	
	2 BED	56.87		
		194.41 m²		
8TH FLOOR				
	1 BED	35.74	7.65	
	1 BED	35.74	7.65	
	2 BED	56.06	7.65	
9TH FLOOR	2 BED	56.87		
		194.41 m²		
	1 BED	35.74	7.65	
	1 BED	35.74	7.65	
10TH FLOOR	2 BED	56.06	7.65	
	2 BED	56.87		
		194.41 m²		
	1 BED	35.74	7.65	

10TH FLOOR	1 BED	35.74	
	1 BED	35.74	7.65
	2 BED	56.06	7.65
		56.67	
		184.41 m²	
11TH FLOOR	1 BED	35.74	
	1 BED	35.74	7.65
	2 BED	56.06	7.65
		56.67	
		184.41 m²	
12TH FLOOR	1 BED	35.74	
	1 BED	35.74	7.65
	2 BED	56.06	7.65
		56.67	
		184.41 m²	
		2,572.96 m²	351.49 m²

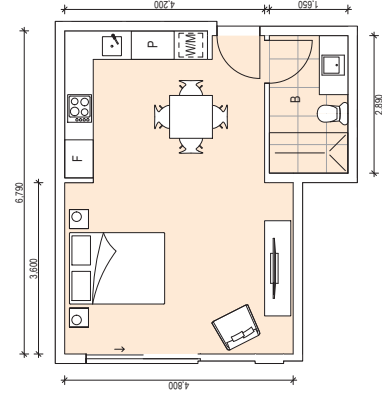
Story	Gross Floor Area
Basement 2	139.53
Basement 1	463.53
Lower Ground Floor	148.04
Upper Ground Floor	479.83
1st Floor	443.81
2nd Floor	386.69
3rd Floor	370.04
4th Floor	386.70
5th Floor	372.43
6th Floor	281.77
7th Floor	281.77
8th Floor	281.77
9th Floor	281.77
10th Floor	281.77
11th Floor	281.77
12th Floor	281.77
13th Floor	281.77
	5,832.76 m²

03 Commercial Areas		
Story		Leaseable Area
UPPER GROUND FLOOR	FOOD & DRINK PREMISES	173.49
		173.49 m²

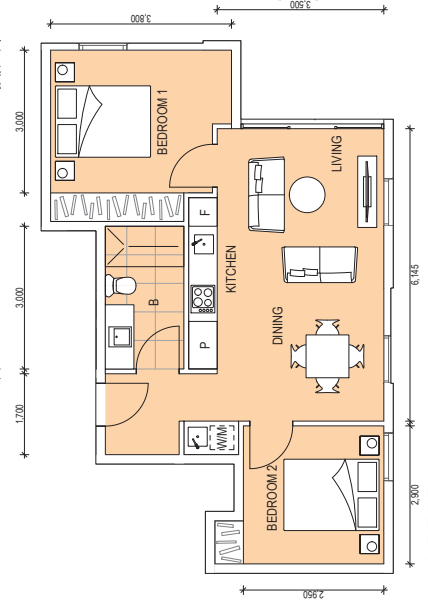




UNIT TYPE 05
 NET FLOOR AREA 61.15m²
 APPLICABLE FOR: 1ST-4TH FLOOR UNITS



UNIT TYPE 06
 NET FLOOR AREA 35.74m²
 APPLICABLE FOR: 5TH-12TH FLOOR UNITS



UNIT TYPE 07
 NET FLOOR AREA 55.90m²
 APPLICABLE FOR: 6TH-12TH FLOOR UNITS



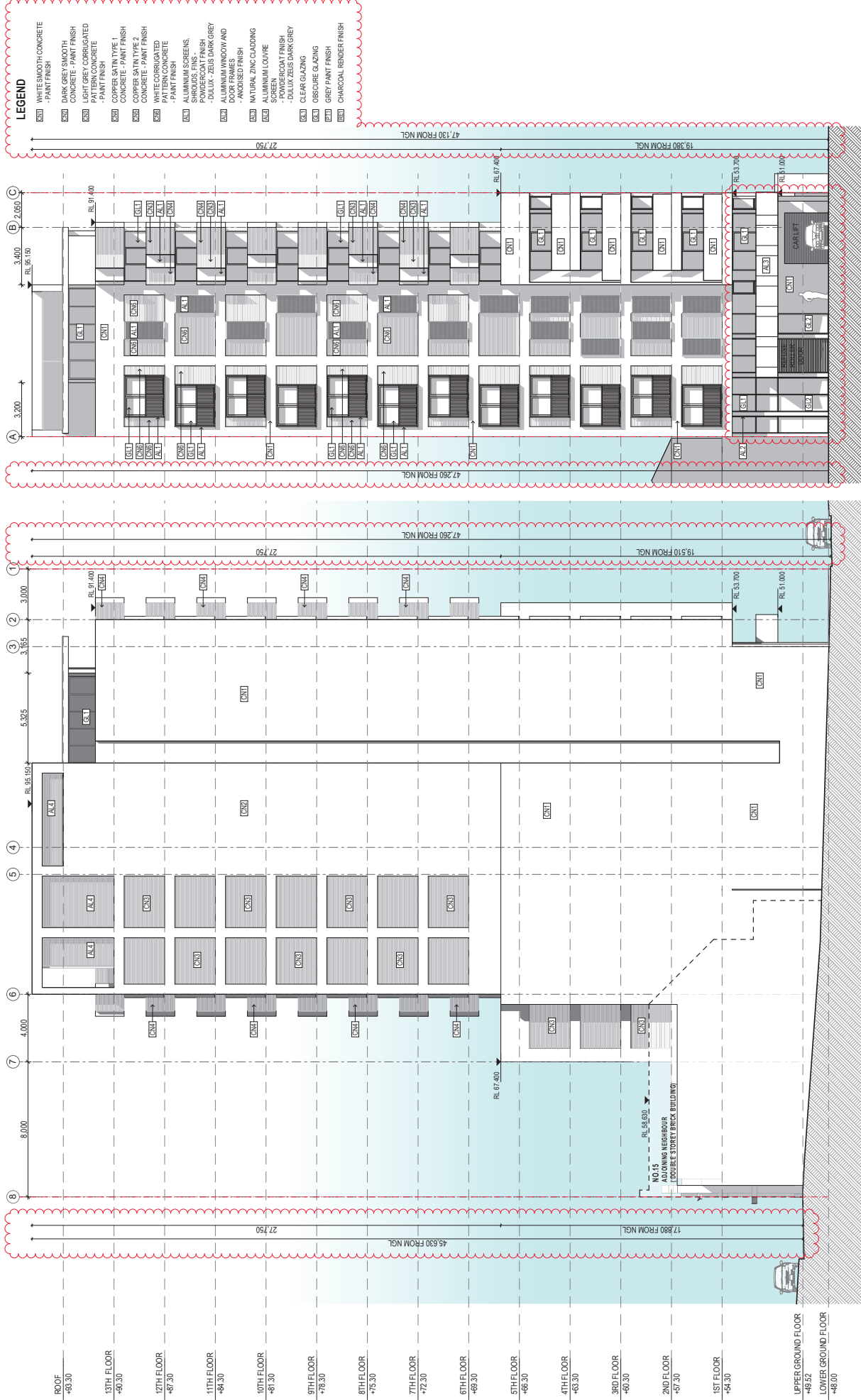
SOUTH ELEVATION

[illegible]

PROPOSED SERVICED APARTMENTS
9-13 DERBY ROAD, CAULFIELD EAST

PROPOS
9-13 DERBY
Elevations

SCALE	1:100@A1 1:200@A3	DATE JOB NO.	APRIL 2018 16004
DRAWN	CHECKED	DWG NO. REV.	TP5.01 _Rev A (26/07/2018)



WEST ELEVATION

NORTH ELEVATION

PROPOSED SERVICED APARTMENTS
9-13 DERRY ROAD, CAULFIELD EAST

Drawings

DATE: APRIL 2018
DRAWN: JONG
CHECKED: TJS
REV: _Rev A_ (28/02/2018)

Scale: 1:1000/A1

DATE: APRIL 2018
DRAWN: JONG
CHECKED: TJS
REV: _Rev A_ (28/02/2018)

Project: 9-13 DERRY ROAD, CAULFIELD EAST

Drawn: JONG

Checked: TJS

Rev: _Rev A_ (28/02/2018)

Scale: 1:1000/A1

DATE: APRIL 2018
DRAWN: JONG
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REV: _Rev A_ (28/02/2018)

Project: 9-13 DERRY ROAD, CAULFIELD EAST

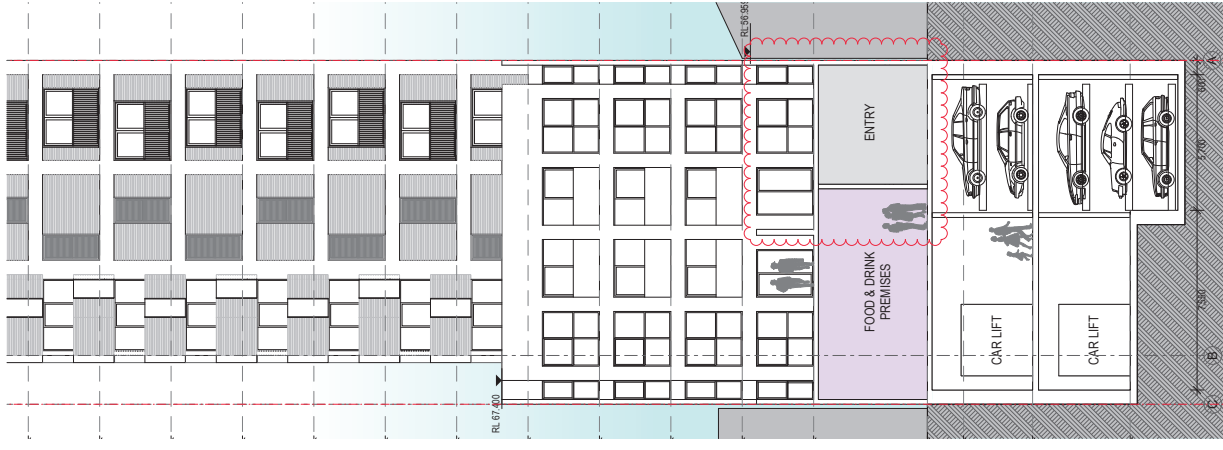
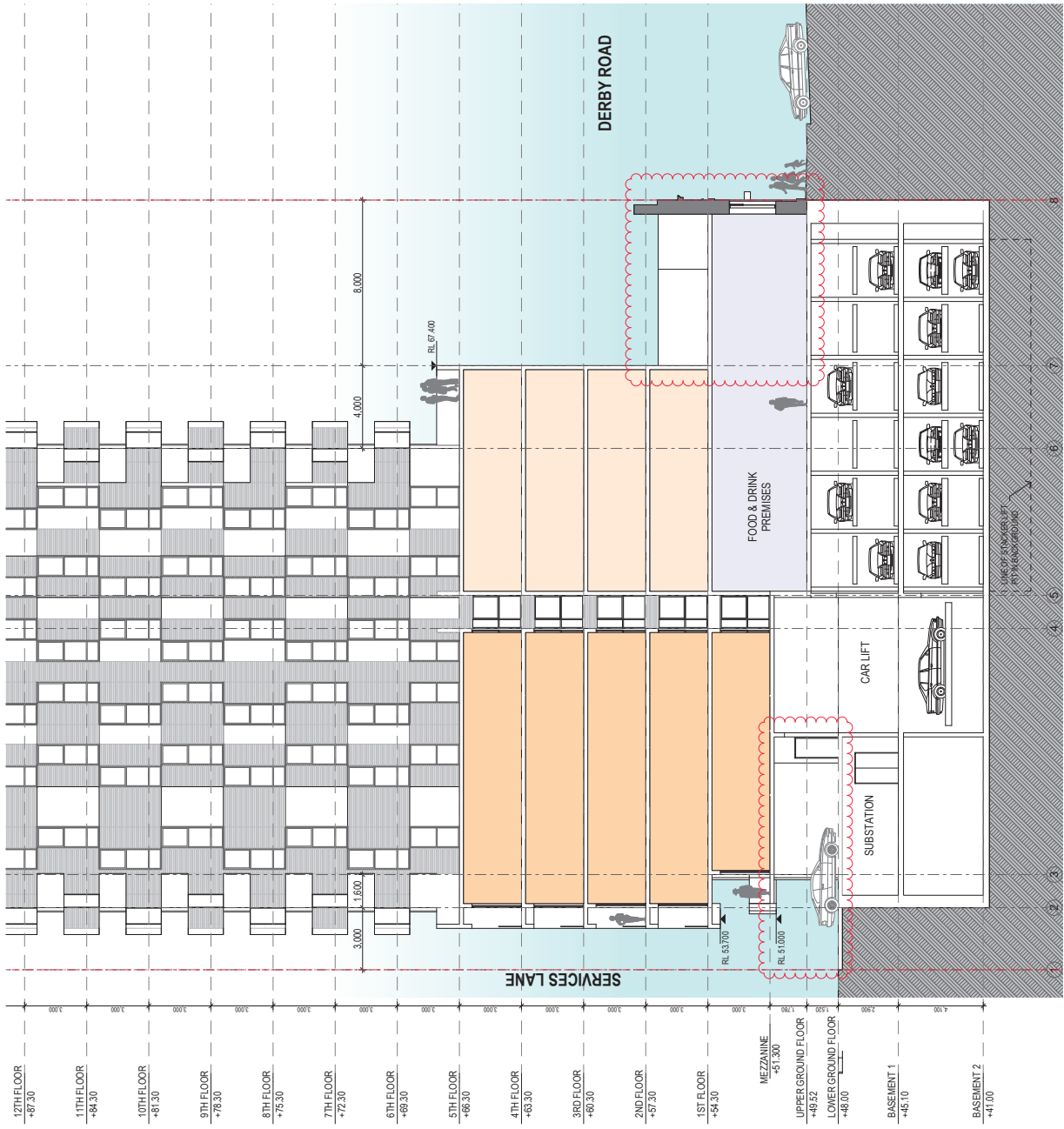
Drawn: JONG

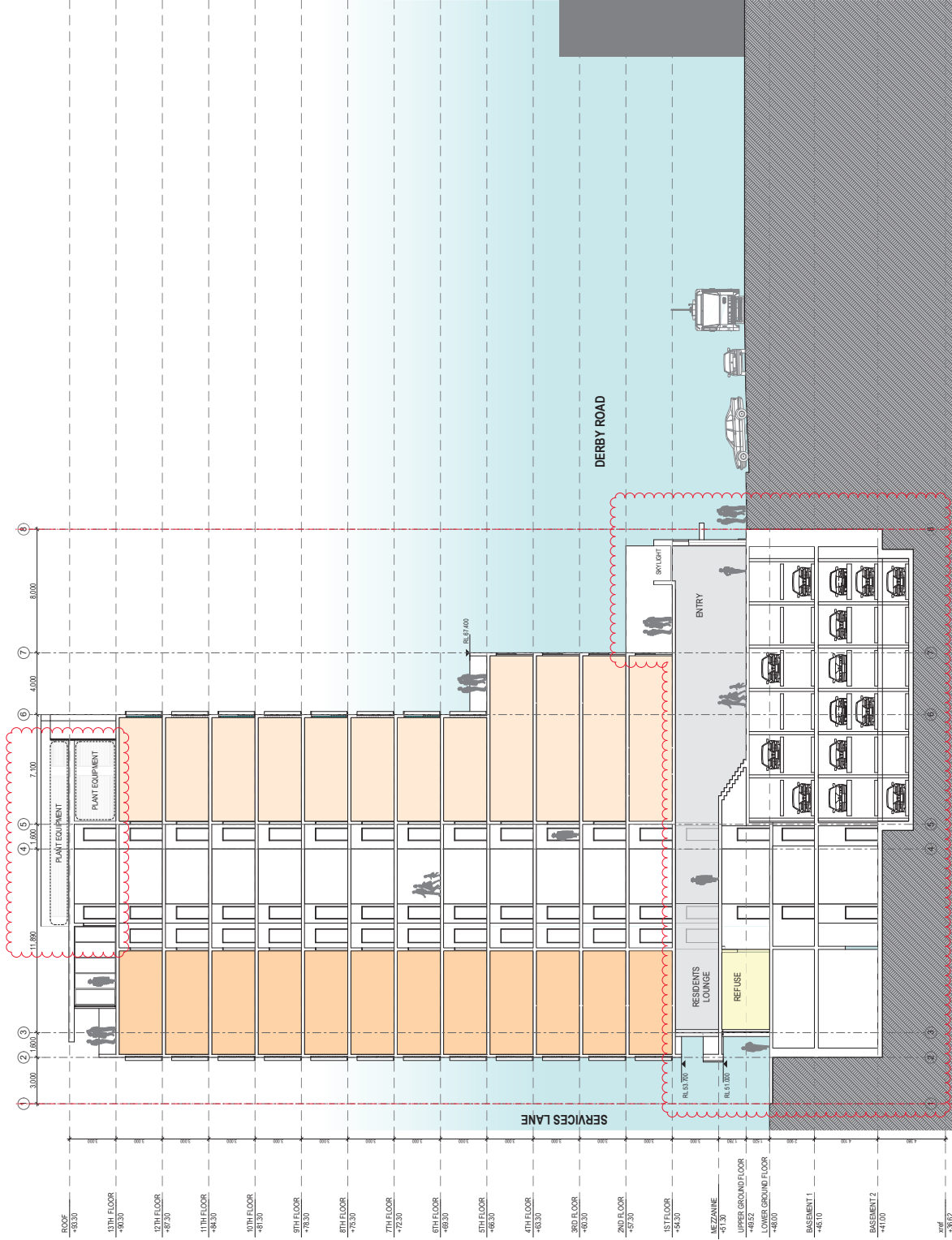
Checked: TJS

Rev: _Rev A_ (28/02/2018)


Scale: 1:1000/A1

DATE: APRIL 2018
DRAWN: JONG
CHECKED: TJS
REV: _Rev A_ (28/02/2018)





Section C (1:250@A3)



INTERLAND MANTISSO ARCHITECTS

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PROJECT: PROPOSED SERVICED APARTMENTS
9-11 DERBY ROAD, CAULFIELD EAST
DRAWING TITLE: Sections

DATE: APRIL 2018
SCALE: 1:250@A3
DRAWN: JONG
CHECKED: JONG
REV: Rev A (28/02/2018)

9.3 7-12 HORNE STREET ELSTERNWICK

Author: Brooke Mathews, Senior Town Planner

Trim No: 18/1269161

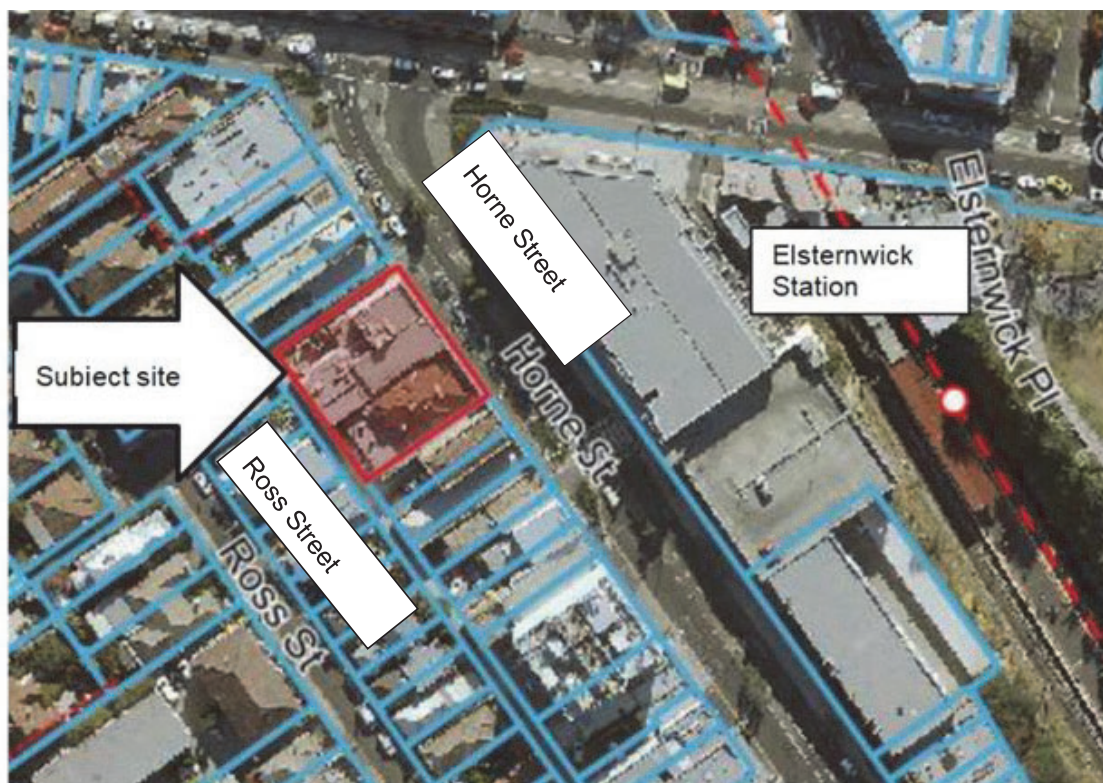
Attachments: 1. Advertised Plans

PURPOSE AND SUMMARY

The purpose of this report is to provide an assessment and recommendation for a planning permit application for the use of the land as a rehabilitation centre at 7-12 Horne Street Elsternwick.

The application was advertised by way of letters to adjoining properties and signs on the land. Eight objections were received which raised concerns with the impact the use would have on the amenity to the area.

On balance and subject to conditions, the proposal is considered to be generally in accordance with requirements of the Glen Eira Planning Scheme and it is recommended that a Notice of Decision to Grant a Planning Permit be issued.



RECOMMENDATION

That Council issues a Notice of Decision to Grant a Planning Permit for Application No. GE/CP -32039/2018 for use of the land as a rehabilitation centre at 7-12 Horne Street Elsternwick in accordance with the following conditions:

Amended plans

1. Within three (3) months of the date of this permit, amended plans to the satisfaction of the Responsible Authority must be submitted to, and approved by, the Responsible Authority. The plans must be drawn to scale with dimensions and must generally accord with the plans submitted with the application (identified as the 'WellBeing Planet Floorplan ground and first floor plan', undated and prepared by unknown) but modified to show:
 - (a) A site plan showing the location of the outdoor area (in the north-western corner of the site) and the car parking spaces to the rear of the site with full dimensions.
 - (b) An elevation (including details i.e. materials of the walls/fencing/roller doors in the north- west corner of the site and along the rear (south-western) side of the site. Notes must be provided on the elevation as to the acoustic properties of the walls/fencing and measurements (such as shutting the roller door) to ensure noise from the area to adjoining properties is mitigated.

When approved, the plans will be endorsed and will then form part of this Permit

General requirements

2. The layout and description of the use(s) as shown on the endorsed plans must not be altered without the prior written consent of the Responsible Authority. Note: This does not obviate the need for a permit where one is required

Use requirements

3. Not more than four (4) staff members/employees and health practitioners must be present on the site at any one time.
4. No drugs of addiction are to be prescribed from the site.
5. Not more than twelve (12) residents must be present on the site at any one time.
6. At all times during the operation of the use, there must be present on the premises a person, over the age of eighteen (18) years, who is responsible for ensuring that the activities on the premises, and the conduct of persons attending the premises is appropriate.

Car parking

7. Land at the rear of the site designated as car parking must be kept clear at all times and be available to be used by staff of the premise.

Management plan requirements

8. Within three (3) months of the date of this permit, a Site Amenity Management Plan must be prepared and submitted to the satisfaction of the Responsible Authority. The Site Amenity Management Plan must include (but is not necessarily limited to):
- Details of the measures which will be implemented to minimise any off-site amenity impacts, including:
 - a) a protocol for the operating of the site in order to minimise noise levels for local residents and business owners, including in relation to the use of the courtyard area in the north-west corner of the site and the laneways bounding the site;
 - b) A complaints handling process, including:
 - i) A typical weekly itinerary for residents including appointments, and any activity (such as group excursions) that are likely to have noise impacts and the intended measures of mitigating these noise impacts;
 - ii) The assignation of responsibility to one employee for responding to complaints;
 - iii) A mechanism for receiving complaints, such as a phone number to call;
 - iv) A process for review of the Site Amenity Management Plan in response to complaints received as part of a continued improvement approach.

When approved, the Site Amenity Management Plan shall be endorsed to form part of this permit. The conditions in the Site Amenity Management Plan must be implemented and adhered to at all times to the satisfaction of the Responsible Authority. The Site Amenity Management Plan may be varied with the prior written consent of the Responsible Authority and must be updated if modifications to contact details, etc. are required.

Permit expiry

9. This Permit will expire if:
- (a) The use is not started within two years of the date of this permit.
 - (b) The use is discontinued for a period of two years.

The Responsible Authority may extend the time referred to if a request is made in writing before this Permit expires or within six (6) months after the expiry date

Notes

- A. The amendments specified in Condition 1 of this Permit and any additional modifications which are “necessary or consequential” are those that will be assessed by Council when plans are lodged to satisfy that condition. Any “necessary or consequential” amendments, in addition to those required by this condition, should be specifically brought to the attention of Council for assessment.

- B. If other modifications are proposed, they must be identified and be of a nature that an application for amendment of permit may be lodged under Section 72 of the Planning and Environment Act 1987. An amendment application is subject to the procedures set out in Section 73 of the Planning and Environment Act 1987.
- C. This Planning Permit represents the Planning approval for the use and/or development of the land. This Planning Permit does not represent the approval of other departments of Glen Eira City Council or other statutory authorities. Such approvals may be required and may be assessed on different criteria from that adopted for the approval of this Planning Permit.
- D. Any failure to comply with the conditions of this permit may result in action being taken to have an Enforcement Order made against some or all persons having an interest in the land and may result in legal action or the cancellation of this permit by the Victorian Civil and Administrative Tribunal.
- E. Nothing in the grant of this permit should be construed as granting any permission other than planning permission for the purpose described. It is the duty of the permit holder to acquaint themselves, and comply, with all other relevant legal obligations (including any obligation in relation to restrictive covenants and easements affecting the site) and to obtain other required permits, consents or approvals.
- F. The permit holder/applicant/owner must provide a copy of the Planning Permit to any appointed Building Surveyor. It is the responsibility of the permit holder/applicant/owner and the Building Surveyor to ensure that the development approved by this Permit is consistent with any Building Permit approved and that all works are consistent with the endorsed plans approved under this Planning Permit.

Address	7-12 Horne Street Elsternwick
Title details	Land in Plan of Consolidation 163463Y
Restrictions on title	There are no restrictions on title
Proposal	Use of the land as a rehabilitation centre
Zoning and Overlay Controls	Commercial 1 Zone (C1Z) Design and Development Overlay (DDO) Parking Overlay (PO2-3) Environmental Audit Overlay (EAO)
Permit requirements	A permit is required for a use that is not defined in a Commercial 1 Zone (a Rehabilitation Centre is not a defined term in the Glen Eira Planning Scheme). As a Rehabilitation Centre is not a defined term, it does not have a specific car parking rate, but traffic generation and provision is assessed by Council - referred to as a 'satisfaction matter'.
Relevant Planning Scheme provisions	Clause 19.02 – Community Infrastructure Clause 22.05- Urban Villages Clause 34.01 – Commercial 1 Zone Clause 52.06 – Car Parking
Seriously entertained	None

amendments	
Notification	Notice undertaken in accordance with Section 52 of the <i>Planning and Environment Act</i> 1987, including 2 notices on site and a notice mailed to 112 surrounding properties
Submissions	8 objections received and are detailed in the report
Cultural Heritage Management Plan required	None required

DESCRIPTION OF PROPOSAL

The application seeks to use the existing building as a privately operated rehabilitation centre for persons recovering from substance addiction who have completed a supervised withdrawal program elsewhere.

The rehabilitation centre houses a maximum of 12 residents at any one time (the length of stay of each resident varies between 2 and 12 weeks). Each resident has their own room with ensuite.

It is proposed to have two (2) supervising staff on the site at all times (both day and night). Up to two (2) other health practitioners (such as psychologists) are proposed on the site at any one time (collectively with a total of up to 4 staff at any one time).

The application material states that there are no illicit drugs prescribed from the premises and that residents are not permitted to drive or have access to a vehicle during their stay.

Apart from small signage (which does not require a planning permit), no external buildings and works are proposed.

LAND DESCRIPTION AND SURROUNDING AREA

The subject site is a relatively wide piece of commercial land (approximately 29.57 metres in width by 28.04 metres in length), located on the south-western side of Horne Street, just south of the intersection of Horne Street and Glen Huntly Road, opposite the Elsternwick railway station. The site was previously used as a brothel known as the Daily Planet.

To the north-east, north-west and south-east are other commercially zoned buildings which contain a mixture of commercial and residential uses.

To the south-west is a laneway with dwellings beyond this, located in the Residential Growth Zone Schedule 1.

RELEVANT HISTORY

The subject site had previously been used as brothel for many years.

It came to Council's attention the site was being used as a rehabilitation centre without planning permission. In May of 2018, Council sent the operators a letter requesting that they lodge a planning application.

This application before Council is as a result of that request.

CONSULTATION AND ENGAGEMENT

There were 8 objections received as part of the notification process and included the following concerns:

- The land is currently and has previously been used as the rehabilitation centre without planning permission;
- Residents of Ross Street have been experiencing noise/disturbance issues from the laneway at rear;
- The use is not safe for adjoining residential and commercial property owners and occupiers;
- There has been/will be an increase in crime associated with the use;
- The proposal is not of a net benefit to community members;
- The proposed rehabilitation centre is not suitable from an internal amenity point of view;
- Residents will be prescribed legal drugs elsewhere that will not be monitored (they will potentially be a risk to themselves and community)

A planning conference was chaired by Cr. Delahunty and attended by the applicant and six objectors. Objectors mainly reiterated their concerns with the proposal being:

- The site is not in an appropriate location for such a use;
- The site is not fit for purpose for such a use (internal amenity concerns);
- Concerns regarding staff/patient ratio

REFERRALS

The following is a summary of comments and requirements from relevant referral areas:

Non-statutory referrals	
Transport Planning	No objection to the proposal subject to the car parking spaces at the rear of the site being accessible to staff.
Building Department	Use subject to building requirements.

ISSUES AND DISCUSSION

The assessment of the proposal has regard to the following:

- Zoning and policy context
- Amenity impacts including internal amenity
- Car parking and traffic
- Management plan requirements
- Objectors concerns

Zoning and policy context

Both State and Local Planning Policy broadly supports a range of uses in commercial centres which have good access to public transport and other services. In particular, Clause 19.02 of the Victorian Planning Policy Framework (Community Infrastructure) outlines that it is policy to:

- Facilitate the location of health and health-related facilities (including acute health, aged care, disability services and community care facilities) taking into account demographic trends, the existing and future demand requirements and the integration of services into communities;
- Provide adequate car parking for staff and visitors of health facilities.

Whilst there is no specific clause within Glen Eira's Local Planning Policy Framework that deals with use of land as a rehabilitation centre and the Urban Villages Policy deals largely with matters relating to buildings and works, the following excerpts of the Urban Village Policy (Clause 22.05) are relevant:

- To create urban villages by co-locating work, leisure, community and residential uses and developments that complement each other.
- To encourage economic and employment generating development which is appropriate to the desired qualities and character of the area.

As can be deduced from the above dot points, an application must take into consideration the broader benefit to the area as well as site-specific concerns.

Amenity impacts (including internal amenity)

The proposed use is considered to be relatively low-scale in nature (given there are only 12 on-site residents) and four (4) practitioners at any one time and it is also noted that there are supervisory staff on site at all times.

The use is to operate within the confines of the existing building and each resident has the use of their own bedroom and bathroom, with communal kitchen and recreational facilities provided. From a general amenity perspective, this is considered acceptable.

Objectors (particularly from the residential properties to the south-west) have raised concerns with the interface of the site to the laneway and noise emanating from this area. It is considered appropriate to require a Site Amenities Management Plan to deal with such issues. This has been included as a condition within the recommendation.

Car parking and traffic

A professionally prepared Traffic Report was submitted by the applicant that included a survey of available car spaces on Horne Street. The survey indicated that there was adequate availability in the area to cater for the car parking demands generated by the use.

Council's Transport Planning Department have reviewed the report and have agreed with the analysis provided and do not object to the application, subject to the two (2) car parking spaces at the rear of the site being available to staff of the rehabilitation centre.

Management plan requirements

Given the issues already experienced as a result of the use, it is considered appropriate that the applicant provide Council with a Site Amenities Management Plan.

This will help to manage any issues experienced by adjoining property owner/occupiers.

Objector concerns

Some of the objector concerns are covered in this report and acknowledged.

Matters regarding increase in crime within the vicinity of the site or curfews on hours of residents attending the facility are, however, not matters that can be legally addressed by way of permit conditions.

In relation to internal amenity, it is also noted that the site would be subject to further building permit requirements dealing with matters such as accessibility, light and air ventilation and compliance with fire regulations. This may require internal alterations to the building.

FINANCIAL, RESOURCE AND ASSET MANAGEMENT IMPLICATIONS

There are no financial, resource or asset management implications associated with this report.

POLICY AND LEGISLATIVE IMPLICATIONS

All matter required at Section 60 of the *Planning and Environment Act 1987* have been taken into consideration as part of the assessment of this application.

LINK TO COUNCIL AND COMMUNITY PLAN

Theme One: Liveable and Well Designed
A well planned City that is a great place to live.

OFFICER DECLARATION OF CONFLICT OF INTEREST

No officers involved in the preparation of this report have any direct or indirect interest in this matter.

CONCLUSION

The proposal provides services for people recovering from substance abuse, with a maximum of 12 persons being accommodated on site at any one time. The use is one that is acceptable in an activity centre environment where a variety of different uses are located that provide for the varying needs of communities.

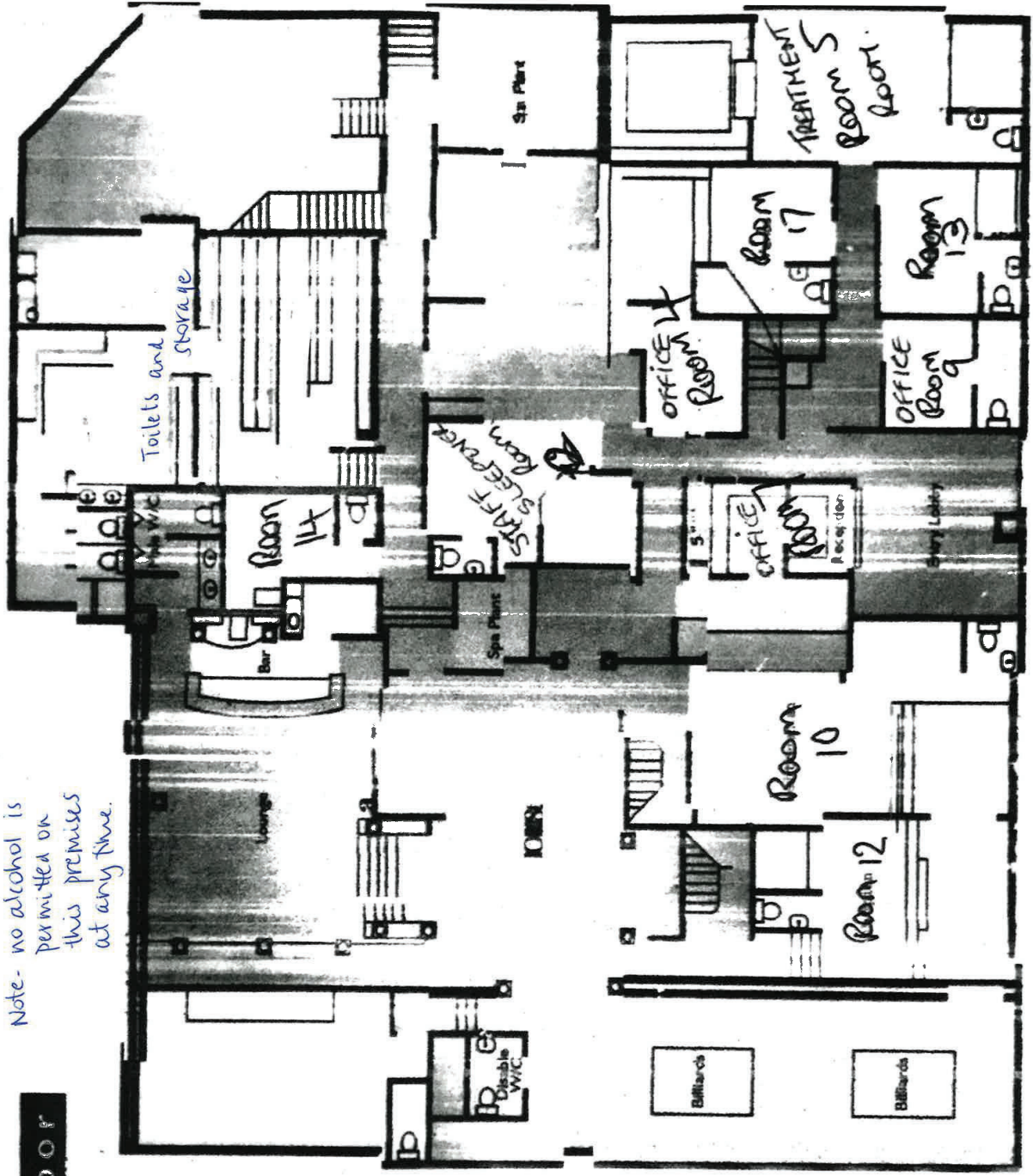
A key consideration is whether the proposed use would be operated in such a way that does not adversely affect the amenity of the area. With the provision of a Site Amenities Management Plan that sets out the protocol for operating of the site in order to minimise noise levels for local residents and business owners and a complaints management framework, it is considered that the amenity impacts associated with this use would be reasonable.

As such, it is recommended that a Notice of Decision to Grant a Planning Permit be issued.

Wellbeing Planet Floorplan

Ground Floor

Note- no alcohol is permitted on this premises at any time.

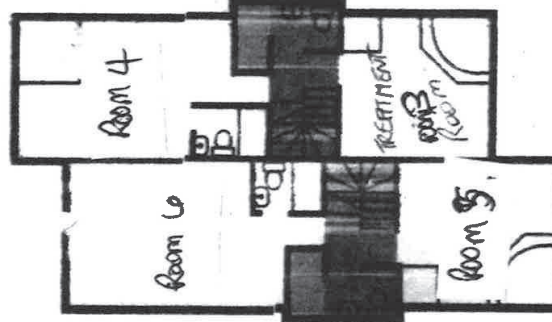


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1st Floor

HORNE STREET

Resident Rooms - 12.
 Treatment Rooms - 3
 Offices - 3
 Staff Sleeper - 2.
 Group Room - 1



HORNE STREET

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9.4 VCAT WATCH

Author: Kristian Cook, VCAT Coordinator

Trim No: 18/1260764

Attachments: 1. VCAT Watch - 7 November 2018 - Attachment

PURPOSE AND SUMMARY

To report to Council applications currently before, and recent decisions of the Victorian Civil and Administrative Tribunal (VCAT).

RECOMMENDATION

That Council notes:

1. the recent decisions and applications currently before the Victorian Civil and Administrative Tribunal (VCAT), including the recent applications that have been lodged with VCAT.
2. the recent decisions of VCAT, including the commentary provided in relation to matters of notable interest.

BACKGROUND

The VCAT process is an integral part of the planning permit process and provides opportunity for independent review of planning decisions. VCAT is required to take into consideration any relevant planning policy.

ISSUES AND DISCUSSION

This report includes an attachment that provides an overview of all applications currently before, or that have recently been decided by the VCAT. The attachment table is broken down into 'New appeals lodged with the VCAT', 'Current matters before the VCAT' (including upcoming hearings or where Council is waiting for a decision after the hearing has taken place), and 'Recent decisions of the VCAT'.

There were two decisions since the previous report, which are summarised below.

Address	6-8 Bevis Street, Bentleigh East
Proposal	Construction of 14 three-storey dwellings over basement car parking.
Council decision	Refusal
VCAT decision	Decision affirmed – refused
Appellant	Bevis St Pty Ltd



Council refused this application at its 29 January 2018 Council meeting on the following grounds:

- Neighbourhood character;
- Amenity impacts associated with unreasonable visual bulk, overshadowing and overlooking; and
- Insufficient private open space provisions.

This is the second application considered for this site, with the previous application for the construction of a three-storey development refused by Council and this decision upheld by VCAT.

In its previous decision, VCAT set out a number of recommendations for the proposal, which were generally adopted by the applicant. However, the revised design introduced a number of new issues as follows:

- Insufficient private open space provisions;
- High front fencing;
- Poor internal amenity due to the design and width of the internal walkway;
- Inconvenient parking location for dwellings 4 and 5; and
- Lack of dwelling diversity due to consistent internal layouts.

In reaching its decision, VCAT considered that the above issues were not able to be resolved by permit conditions and refused the application on these grounds.

In summarising their decision, VCAT also provided the following comments in respect to Council's grounds of refusal relating to neighbourhood character and amenity impacts:

"Our site inspection reveals this area is in transition and the older dwellings will continue to be replaced with newer, larger developments given its strategic context. We consider the construction of a three storey building is acceptable in this evolving context and the site is capable of accommodating more robust contemporary building forms."

"It is our view that the development has been well designed to achieve transition to nearby dwellings and sensitive private open spaces and avoid unreasonable amenity impacts of visual bulk, shadow or overlooking."

Address	39 Lilac Street, Bentleigh East
Proposal	Construction of four (4), three-storey dwellings.
Council decision	Refusal
VCAT decision	Decision affirmed – refused
Appellant	Jim Ivanov



FINANCIAL, RESOURCE, RISK AND ASSET MANAGEMENT IMPLICATIONS

There are no financial, resource or asset management implications.

POLICY AND LEGISLATIVE IMPLICATIONS

There are no policy or legislative implications for this report.

COMMUNICATION AND ENGAGEMENT

There has been no communication or engagement for this report.

LINK TO COUNCIL AND COMMUNITY PLAN

Theme One: Liveable and Well Designed
A well planned City that is a great place to live.

OFFICER DECLARATION OF CONFLICT OF INTEREST

No officers involved in the preparation of this report have any direct or indirect interest in this matter.

CONCLUSION

This report provides an update of the applications before and recent decisions of the VCAT.

APPLICATIONS BEFORE AND RECENT DECISION OF THE VICTORIAN CIVIL AND ADMINISTRATIVE TRIBUNAL

NEW APPEALS LODGED WITH THE VICTORIAN CIVIL AND ADMINISTRATIVE TRIBUNAL (16 OCTOBER 2018 to 7 November 2018)								
Address	VCAT Reference	Description of proposal	Type of Appeal	Zone	Council Decision	Council Delegate for Decision	Next Hearing Type	Next VCAT date
43 Vasey Street BENTLEIGH EAST	p1830/2018	Construction of two (2) double storey attached dwellings	s77 (Refusal)	NRZ1	Refusal	Officer	Merits Hearing	5-Apr-2019
45 Hoddle Street ELSTERNWICK	P1723/2018	Construction of three (3) double storey dwellings and basement	s77 (Refusal)	NRZ1	Refusal	Officer	Merits Hearing	9-Apr-2019
795-807 Centre Road and 150A-E East Boundary Road, BENTLEIGH EAST	P1918/2018	Construction of a part three (3) and part six (6) storey building comprising dwellings and shops, use of the land for dwellings, waiver of loading bay requirements, reduction of the standard car parking requirement, and alteration of access to a Road Zone Category 1	s87 (Amend)	GRZ1	Planning Permit	Officer	Merits Hearing	10-Apr-2019
		Amendment to the permit to delete conditions relating to requirements for visitor car parking and loading.						
2 Pearce Street CAULFIELD SOUTH	P1925/2018	Construction of a three storey building comprising of 5 dwellings above a basement car park and a reduction in visitor car parking	s77 (Refusal)	GRZ1	Refusal	Council	Merits Hearing	11-Apr-2019

MATTERS BEFORE THE VICTORIAN CIVIL AND ADMINISTRATIVE TRIBUNAL (* INCLUDING APPEALS AWAITING A DECISION)								
Address	VCAT Reference	Description of Proposal	Type of Appeal	Zone	Council Decision	Council Delegate for Decision	Hearing Type	Hearing Date
2 Shanahan Crescent MCKINNON	P134/2018	Construction of three (3) double storey attached dwellings on land affected by the Special Building Overlay	s77 (Refusal)	NRZ1	Refusal	Manager	Merits Hearing	*
319-321 Hawthorn Road CAULFIELD	P686/2018	Use of the land for the purpose of shared housing	s77 (refusal)	GRZ2	Refusal	Council	Merits Hearing	*
245 Grange Road ORMOND	P1342/2018	The construction of seven dwellings and waiver of the visitor car parking requirement on land adjacent to a road in a Road Zone Category 1	s82 (Objector)	GRZ1	NOD	DPF	Merits Hearing	*
42 Hill Street BENTLEIGH	P1616/2018	Construction of three double storey dwellings.	s87 (Cancellation)	GRZ1	Permit	DPF	Practice Day Hearing	*
304-306 Koornang Road CARNEGIE	P888/2018	Construction of six (6) attached dwellings and a reduction of the car parking requirement	s77 (refusal)	NRZ1	Refusal	Manager	Merits Hearing	*
13-15 Hamilton Street BENTLEIGH	P1044/2018	Construction of a four storey building comprising up to 27 dwellings on land affected by a Special Building Overlay and a reduction in the Standard Car Parking requirement	s80 (Conditions)	RGZ1	Planning Permit	Council	Merits Hearing	*
5 Arthur Street CAULFIELD NORTH	P864/2018	Partial demolition and double storey extension of existing dwelling on land affected by a Heritage Overlay and on a lot less than 300 square metres	s77 (Refusal)	NRZ1	Refusal	DPF	Merits Hearing	*
14 Edward Street ELSTERNWICK	P827/2018	Partial demolition, alterations and additions to a dwelling on a lot less than 300 square metres and in a Heritage Overlay	s82 (Objector)	NRZ1	NOD	DPF	Merits Hearing	*
3 Ripon Grove ELSTERNWICK	P1017/2018	Alterations and additions to the existing dwelling on a lot less than 300 square metres	s82 (Objector)	GRZ1	NOD	DPF	Merits Hearing	16-Nov-2018
204-206 Balaclava Road CAULFIELD NORTH	P1110/2018	Construction of a five (5) storey meditation centre (place of assembly) above basement car park, and a reduction in the car parking requirement on land affected by the Special Building Overlay	s82 (Objector)	C1Z	Planning Permit	Council	Merits Hearing	29-Nov-2018
15 Dudley Street CAULFIELD EAST	P1370/2018	Develop and use land for the purpose of an 8 storey building comprising Group Accommodation (Student Housing) and a Convenience Shop and to reduce the Convenience Shop car parking requirement to zero	s77 (Refusal)	NRZ1	Refusal	Manager	Merits Hearing	29-Nov-2018

44 McLean Avenue BENTLEIGH	P1329/2018	Construction of two (2) double storey attached dwellings	s77 (Refusal)	NRZ1	Refusal	Manager	Merits Hearing	10-Dec-2018
21 Ames Avenue CARNEGIE	P1527/2018	Construction of 4 x three storey dwellings and 1 x double storey (total 5 dwellings)	s77 (Refusal)	GRZ2	Refusal	DPF	Merits Hearing	20-Dec-2018
18 Moira Avenue CARNEGIE	P1238/2018	Construction of two (2) double storey dwellings on land affected by the Special Building Overlay and the Heritage Overlay	s80 (Conditions)	NRZ1	Planning Permit	DPF	Merits Hearing	08-Jan-2019
1210-1212 Dandenong Road MURRUMBEENA	P1372/2018	Development and use of land for the purpose of a Child Care Centre, alteration of access to a road in a Road Zone, Category 1 and the display of a business identification sign	s80 (Conditions)	GRZ1	Planning Permit	DPF	Merits Hearing	14-Jan-2019
43-45 Kokaribb Road CARNEGIE	P775/2018	Construct a 3 storey building comprising 15 dwellings and a basement carpark	s79 (Failure)	GRZ2	No Decision	N/A	Merits Hearing	14-Jan-2019
277-279 Centre Road BENTLEIGH	P1609/2018	Modification including a consolidation of dwellings and modification to the building design as an amendment to an existing planning permit for the "construction of a seven storey building comprising ground floor retail and no more than 52 dwellings above basement car parking, use of the land for accommodation (dwellings) and reduction of associated car parking requirements"	s87 (Cancel or Amend)	C1Z	Not yet determined	N/A	Merits Hearing	21-Jan-2019
679 South Road BENTLEIGH EAST	P1548/2018	Construction of two double storey attached dwellings and alteration of access to a Road Zone Category 1.	s82 (Objector)	NRZ1	NOD	DPF	Merits Hearing	25-Jan-2019
24-26 Vickery Street BENTLEIGH	P1688/2018	Extension of time request	s79 (Failure)	RGZ1	Refusal	Manager	Merits Hearing	15-Feb-2019
11 Caleb Street BENTLEIGH EAST	P704/2018	Construction of four (4) triple storey dwellings	s77 (refusal)	GRZ1	Refusal	DPF	Merits Hearing	7-Mar-2019
81 Dalry Road MURRUMBEENA	P1758/2018	Construction of three (3) double storey attached dwellings with a basement car park	s77 (Refusal)	NRZ1	Refusal	Council	Merits Hearing	21-Mar-2019
43 Vasey Street BENTLEIGH EAST	p1830/2018	Construction of two (2) double storey attached dwellings	s77 (Refusal)	NRZ1	Refusal	Officer	Merits Hearing	5-Apr-2019
45 Hoddle Street ELSTERNWICK	P1723/2018	Construction of three (3) double storey dwellings and basement	s77 (Refusal)	NRZ1	Refusal	Officer	Merits Hearing	9-Apr-2019
795-807 Centre Road and 150A-E East Boundary Road BENTLEIGH EAST	P1918/2018	Construction of a part three (3) and part six (6) storey building comprising dwellings and shops, use of the land for dwellings,	s87 (Amend)	GRZ1	Planning Permit	Officer	Merits Hearing	10-Apr-2019

2 Pearce Street CAULFIELD SOUTH	P1925/2018	<p>waiver of loading bay requirements, reduction of the standard car parking requirement, and alteration of access to a Road Zone Category 1</p> <p>Amendment to the permit to delete conditions relating to requirements for visitor car parking and loading.</p> <p>Construction of a three storey building comprising of 5 dwellings above a basement car park and a reduction in visitor car parking</p>	s77 (Refusal)	GRZ1	Refusal	Council	Merits Hearing	11-Apr-2019
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RECENT DECISIONS OF THE VICTORIAN CIVIL AND ADMINISTRATIVE TRIBUNAL (16 OCTOBER 2018 to 7 November 2018)									
Address	VCAT Reference	Description of Proposal	Type of Appeal	Zone	Council Decision	Council Delegate for Decision	Appeal Outcome	Date of VCAT Decision	VCAT Decision (effect on Council Decision)
39 Lilac Street BENTLEIGH EAST	P473/2018	Construction of four (4) attached three storey dwellings	s77 (Refusal)	GRZ1	Refusal	Manager	Affirmed	20-Sep-2018	Refused
6-8 Bevis Street BENTLEIGH EAST	P558/2018	Construction of fifteen (15) dwellings and reduction in car parking	s77 (Refusal)	GRZ1	Refusal	Council	Affirmed	3-Oct-2018	Refused

9.5 MACKIE ROAD AND POET ROAD TRAFFIC ASSESSMENT REPORT

Author: Terry Alexandrou, Traffic Engineering Team Leader

Trim No: 18/1236720

Attachments: 1. Traffic Data
2. Turning Movement Data
3. Proposed Parking Restrictions

PURPOSE AND SUMMARY

At the Ordinary Council meeting of 3 July 2018 the following report was requested:

That Council receives a report as follows:

That officers prepare a report on the traffic conditions in Poet Road and Mackie Road, particularly around their intersection with North Road. The report should cover vehicle speed and volume data, the identification of any safety or congestion issues, and the options available to rectify these.

RECOMMENDATION

That:

1. Council notes this report
2. Council Officers meet with VicRoads to review:
 - a) the lane configuration of Poath Road at North Road; and
 - b) the safety and operation of both the Poath Road and Mackie Road intersections with North Road.
3. Additional No Stopping restrictions be implemented at Poet Road and Argyle Street to relieve the localised traffic congestion.

BACKGROUND

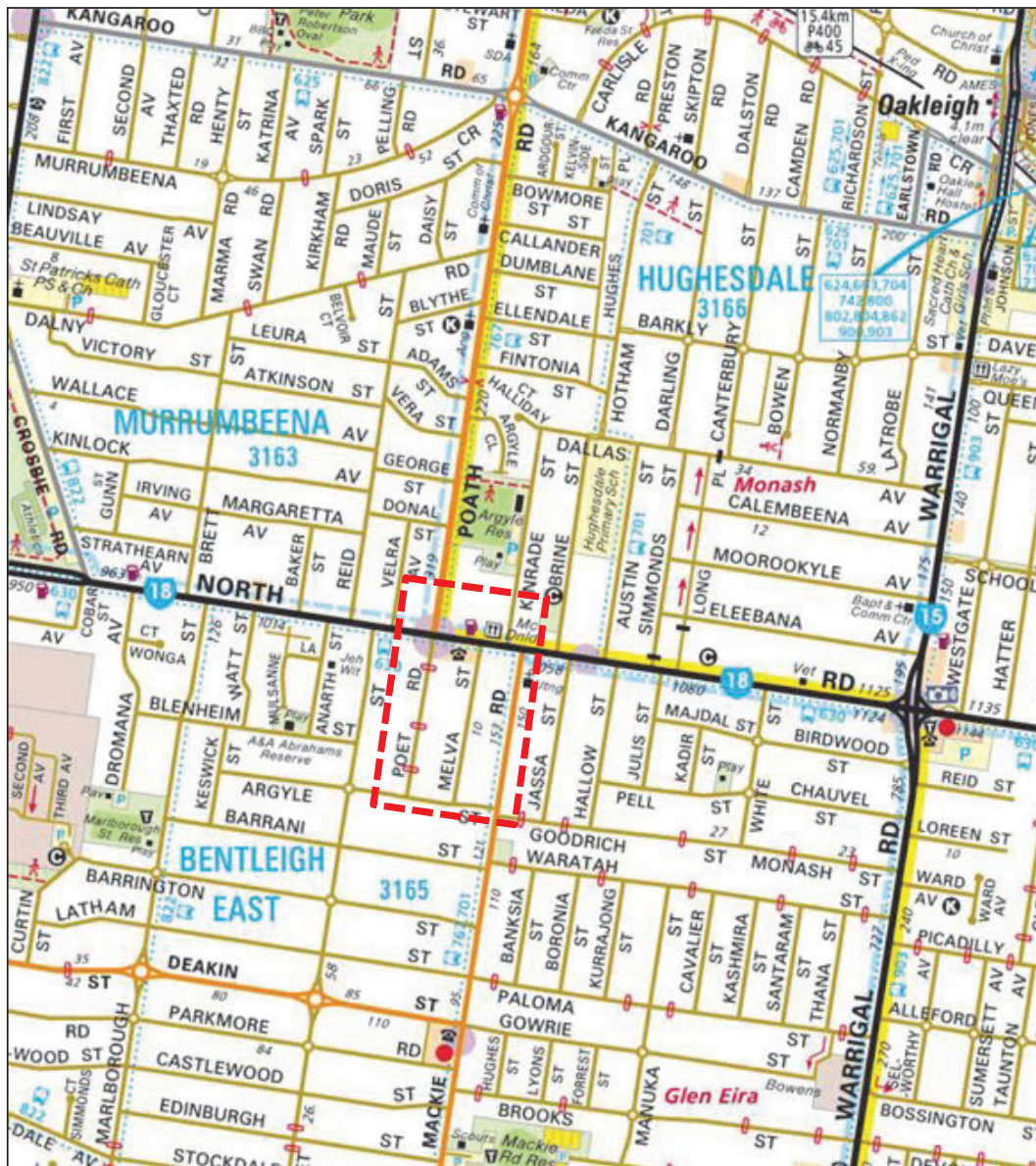
Mackie Road and Poet Road are Council managed roads. North Road is a VicRoads managed road. The road network in the vicinity of Poet Road is indicated in Figure 1.

Mackie Road

Mackie Road is a major Council road which runs in a north-south direction between North Road and Centre Road in the south. The current speed limit is 60 km/h however application is being made to VicRoads to reduce it to 50 km/h. It has a road width of between 8.5 and 9.5 metres providing a single shared traffic and parking lane in each direction.

Most development along the road is residential but there is also a small neighbourhood shopping strip, open space and a primary school.

Figure 1 – Road network in the vicinity of Poet Road



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Poet Road

Poet Road is a local street that runs in a north-south direction between North Road and Argyle Street in the south. Poet Road has a speed limit of 50km/h and has a road width of approximately 7.3 metres. It is a two-way street with kerb side parking permitted on both sides of the road. Three speed humps are provided along the street.

The intersection of North Road, Poet Road and Poath Road is controlled by traffic lights.

Development along the street is predominantly residential. There is a small neighbourhood shopping strip along North Road on the eastern side. One end of the laneway that provides property access to the rear of the shops intersects Poet Road.

Argyle Street

Argyle Street is a local street which runs in an east-west direction between Mackie Road and Keswick Street in the west. The speed limit is 50 km/h and it has a road width of approximately 7.1 metres. It is a two-way street with unrestricted kerbside parking permitted on both sides of the road. Development along the street is predominantly residential.

Crash History

The VicRoads crash statistic database was reviewed. It has revealed that there are two intersections that are classified as blackspots. These are the:

- Intersection of North, Poath and Poet Roads; and
- Intersection of North and Mackie Roads.

VicRoads is responsible for the safety and operation of these intersections. That is, any safety improvements at these intersections are the responsibility of VicRoads.

ISSUES AND DISCUSSION

Traffic data was collected at Poet Road, Mackie Road and Argyle Street during May and August 2018. Council also has a range of comparison data from similar counts carried out in 2010, 2011 and 2012. **Appendix 1** to this report contains all the relevant traffic data.

Analysis of the data indicates that the Mackie Road traffic volume is appropriate for a major Council road and the traffic volumes of Poet Road and Argyle Street are appropriate for local streets. The data also indicates that the substantial majority of the drivers are adhering to the speed limits that apply to these roads.

The recent traffic data was compared to older data that has been collected. This indicated an increase in traffic volumes along Poet Road and Argyle Street.

The average weekday traffic volume on Poet Road has increased from 1,739 vehicles in 2012 to 2,223 in 2018. Similarly, the average traffic volume has increased on Argyle Street from 1,529 in 2011 to 1,889 in 2018.

VicRoads changes to lane configuration

It would appear that in about mid-2015 the lane configuration on the north approach (i.e. the Poath Road approach) of the North, Poath and Poet Roads intersection was altered. Prior to 2015 the southbound through traffic was combined with the right turn lane. After 2015 the southbound traffic is combined with the left turn movements. The changes are noted in the following aerial photos.

VicRoads is responsible for this intersection and the changes that were made. Council officers do not recall being consulted about these changes.

**Lane Configuration Before 2015****Lane Configuration After 2015**

Prior to the changes, the traffic volume of Poet Road was consistent.

However, after the lane configuration changes there has been an increase in the volume of southbound traffic using Poet Road (about 1.8 times more southbound traffic). There has also been an increase in the volume of eastbound traffic using Argyle Street, east of Poet Road (about 1.6 times more eastbound traffic).

If VicRoads reinstates the lane configurations at Poath Road, the traffic volumes along Poet Road and Argyle Street are likely to return to those prior to 2015. However, it is also likely to result in:

- More cars turning right into Mackie Road from North Road. The queue of vehicles in the right turn lane on North Road (at Mackie Road) often overflows into the adjacent through lane, especially during the peak periods. The additional volume of right turning traffic is likely to exacerbate this and cause longer delays to both the eastbound traffic along North Road and to traffic turning right into Mackie Road.
- Longer queues and delays along Poath Road for traffic turning right into North Road and travelling straight through to Poet Road.
- Increased number of drivers diverting around the North Road and Mackie Road intersection, and the North Road and Poath Road intersection via various other local streets.

Having regard to the above, and the safety and operation of the North Road and Mackie Road intersections identified above, it is considered appropriate that Council officers meet with VicRoads to discuss the:

- lane configuration of Poath Road at North Road; and
- safety and operation of both the Poath Road and Mackie Road intersections with North Road.

It is important that these two issues are considered together as treating each issue in isolation will have a negative impact on the surrounding road network.

Intersection Turning Movement Data

Peak hour weekday turning movement data was also collected at the following intersections:

- Intersection of North, Poath and Poet Roads;
- Intersection of North and Mackie Roads;
- Intersection of Mackie Road and Argyle Street; and
- Intersection of Poet Road and Argyle Street.

The turning movement data for the morning and evening peak hours is illustrated by the diagrams provided in **Attachment 2**.

The AM peak data indicates:

- The substantial majority of traffic entering Poet Road at North Road is doing so from Poath Road (i.e. the number of vehicles turning left or right into Poet Road is low).
- The substantial majority of traffic exiting Poet Road at North Road is travelling straight across into Poath Road.

However the number of vehicles turning right into North Road from Poet Road is also 4 times greater than the number of vehicles turning right into North Road from Mackie Road. This could be attributed to the high volume of traffic along North Road and right turn movements into Mackie Road which do not allow many opportunities (gaps) for drivers to be able to turn right out of Mackie Road.

- Of the traffic turning from Poet Road into Argyle Street about 60 percent turn left towards Mackie Road. The substantial majority of this traffic turns right at Mackie Road.
- There are about twice as many cars turning left from Argyle Street into Poet Road as there are cars turning right into Poet Road. This tends to indicate that traffic from within the local area to the southwest uses Poet Road to access Poath Road or North Road.
- Of the traffic that has turned into Argyle Street from Mackie Road about half turns into Poet Road. The other half continues straight past Poet Road towards Tambet Street and most likely turns left into North Road from Tambet Street to bypass both the Mackie Road and Poet Road intersections. Further observations/data would be required to confirm that this is the case.

The PM peak data indicates:

- The substantial majority of traffic entering Poet Road at North Road is doing so from Poath Road, similar to the morning peak.
- The substantial majority of traffic exiting Poet Road at North Road is travelling straight across into Poath Road.
- Of the traffic turning from Poet Road into Argyle Street about 60 percent turns left towards Mackie Road. The substantial majority of this traffic continues through to Mackie Road to turn right.
- An even amount of traffic turns left and right into Poet Road from Argyle Street.

- Of the traffic that has turned into Argyle Street from Mackie Road just over half turns into Poet Road. The other traffic continues straight towards Tambet Street most likely to turn left into North Road from Tambet Street to bypass both the Mackie Road and Poet Road intersections.

The traffic data clearly indicates that Poet Road and Argyle Street are used as a bypass route for the intersection of North and Mackie Roads. It is anticipated that this is due to the difficulty turning right out of Mackie Road as a result of the current operation and safety of this intersection.

Poet Road and Argyle Street (at least between Mackie and Poet Roads) are currently an important link in the road network. These streets provide safe and convenient access to the residential area to the south of Argyle Street, but are also currently alleviating the congestion that can occur at the intersection of North and Mackie Roads especially for northbound Mackie Road traffic.

On-site observations

In addition to the traffic data that was collected, the traffic conditions were observed during the morning and evening peak periods, especially along Poet Road and Argyle Street. The inspections indicated that during these periods:

- Parking demands along Poet Road and Argyle Street are low.
- Where parking occurs and traffic approaches from both directions at the same time one of the drivers needs to pull over and give way to the traffic travelling in the opposite direction. There are adequate opportunities along these streets to allow opposing traffic to give way to each other. This did not result in any unnecessary or significant delays to traffic.
- The northbound traffic queue in Poet Road, at the North Road traffic signals, often extended south of the laneway on the eastern side of Poet Road. Vehicles are permitted to park on both sides of the road to the south of the laneway. This resulted in some congestion and delays to southbound traffic who could not pass the parked cars and the northbound queue which was stationary due to the red traffic signals and/or due to through traffic being stuck behind right turning traffic.
- At the intersection of Poet Road and Argyle Street some congestion was experienced by drivers that had turned left into Argyle Street. They could not pass the cars turning right into Poet Road due to the cars parked on both sides of the street near the intersection.

To alleviate the localised traffic congestion discussed above, especially during the peak periods, some existing No Stopping areas could be extended and new restrictions could be introduced.

A longer No Stopping area could also be provided on the southern side of Argyle Street (outside the Telstra exchange building) to ensure that this intersection does not become congested.

The existing and proposed additional No Stopping restrictions are indicated on the diagram in **Attachment 3**. These could be interim restrictions that are reviewed if VicRoads reinstates the original lane configuration at Poath Road and/or improves conditions at the intersection of North and Mackie Roads.

FINANCIAL, RESOURCE, RISK AND ASSET MANAGEMENT IMPLICATIONS

Nil

POLICY AND LEGISLATIVE IMPLICATIONS

Nil

COMMUNICATION AND ENGAGEMENT

Nil

LINK TO COUNCIL AND COMMUNITY PLAN

Theme Two: Accessible and Well Connected

A City that is easy to move around, full of safe travel options and walkable neighbourhoods.

OFFICER DECLARATION OF CONFLICT OF INTEREST

No officers involved in the preparation of this report have any direct or indirect interest in this matter.

CONCLUSION

The review of the traffic conditions at the northern end of Mackie Road and at Poet Road indicates that:

- The North Road intersections with both Poet Road and Mackie Road are classified as blackspots. VicRoads is responsible for these intersections.
- Current traffic volumes at Poet Road and Argyle Street are acceptable for a local street.
- The substantial majority of drivers are travelling below the 50 km/h speed limit that applies to Poet Road and Argyle Street and to the 60 km/h speed limit that applies to Mackie Road.
- Changes made by VicRoads in mid-2015 to the lane configurations in Poath Road, at the North Road intersection, have most likely resulted in the additional southbound traffic in Poet Road and additional eastbound traffic in Argyle Street.
- Reinstating the original lane configuration at Poath Road would most likely result in the traffic volumes at Poet Road and Argyle Street being reduced back to those previously experienced. However, this is also likely to have an impact on the safety and operation of the intersection of North and Mackie Roads, Poath Road traffic conditions and traffic conditions of surrounding local streets.
- It would not be appropriate to divert existing traffic away from Poet Road until such time as the safety and operation of major intersections along North Road are appropriately reviewed and addressed by VicRoads
- Some localised traffic congestion is being experienced at the northern end of Poet Road and at the intersection of Poet Road and Argyle Street due to the current traffic conditions. Additional No Stopping restrictions could be implemented to alleviate the current congestion.

TRAFFIC DATA

AUTOMATIC TRAFFIC COUNT DATA

Date	Location	Average Weekday Two-way Traffic Volume (vehicles per day)	85% of vehicles were travelling at or below this speed
August 2018	Mackie Road – between North Road and Argyle Street	6,266 vpd	58 km/h
August 2018	Mackie Road – between Argyle Street and Barrani Street	8,537 vpd	57 km/h
May 2018	Poet Road – between North Road and Argyle Street	2,223 vpd	43 km/h
May 2018	Argyle Street – between Tambet Street and Poet Road	400 vpd	44 km/h
May 2018	Argyle Street – between Poet Road and Melva Street	1,890 vpd	41 km/h

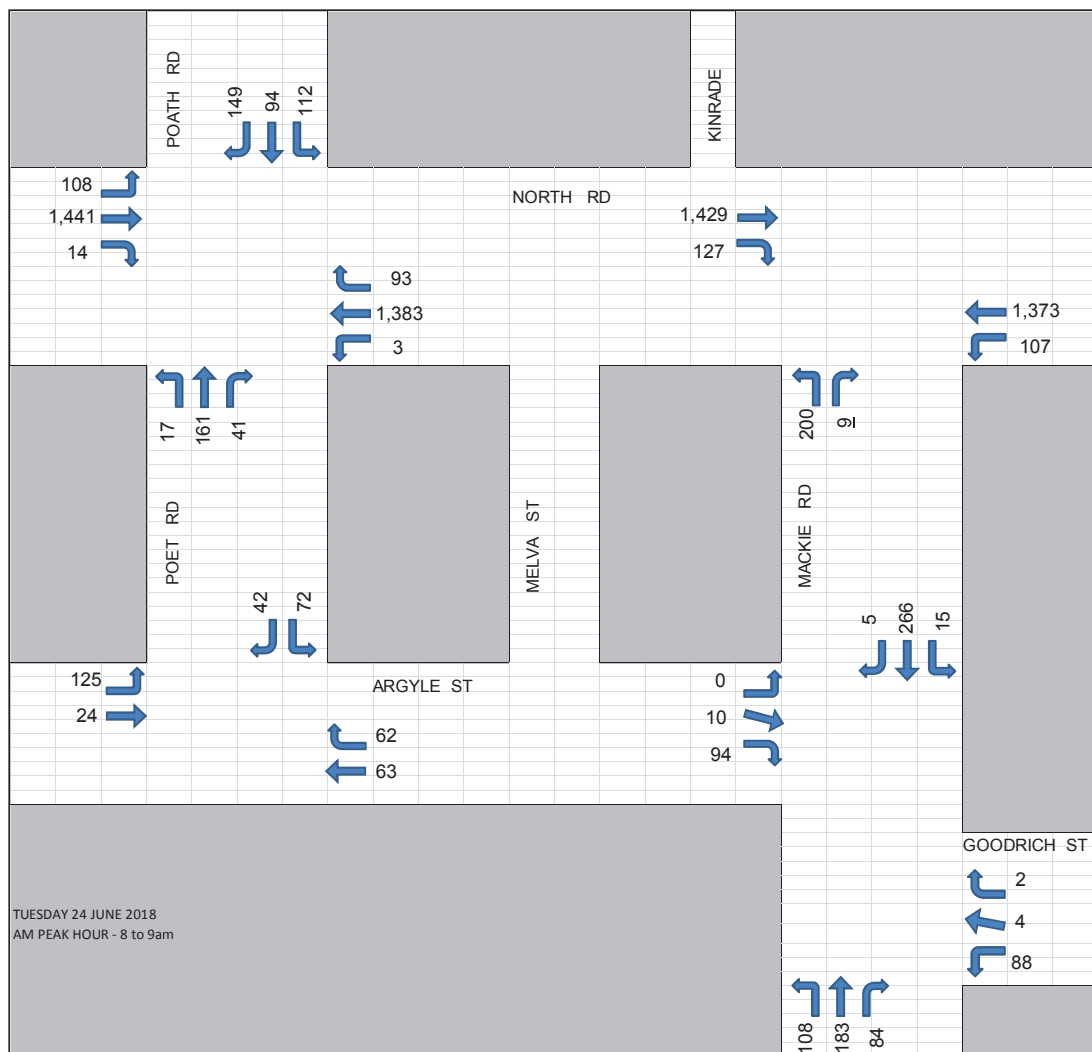
CRASH HISTORY

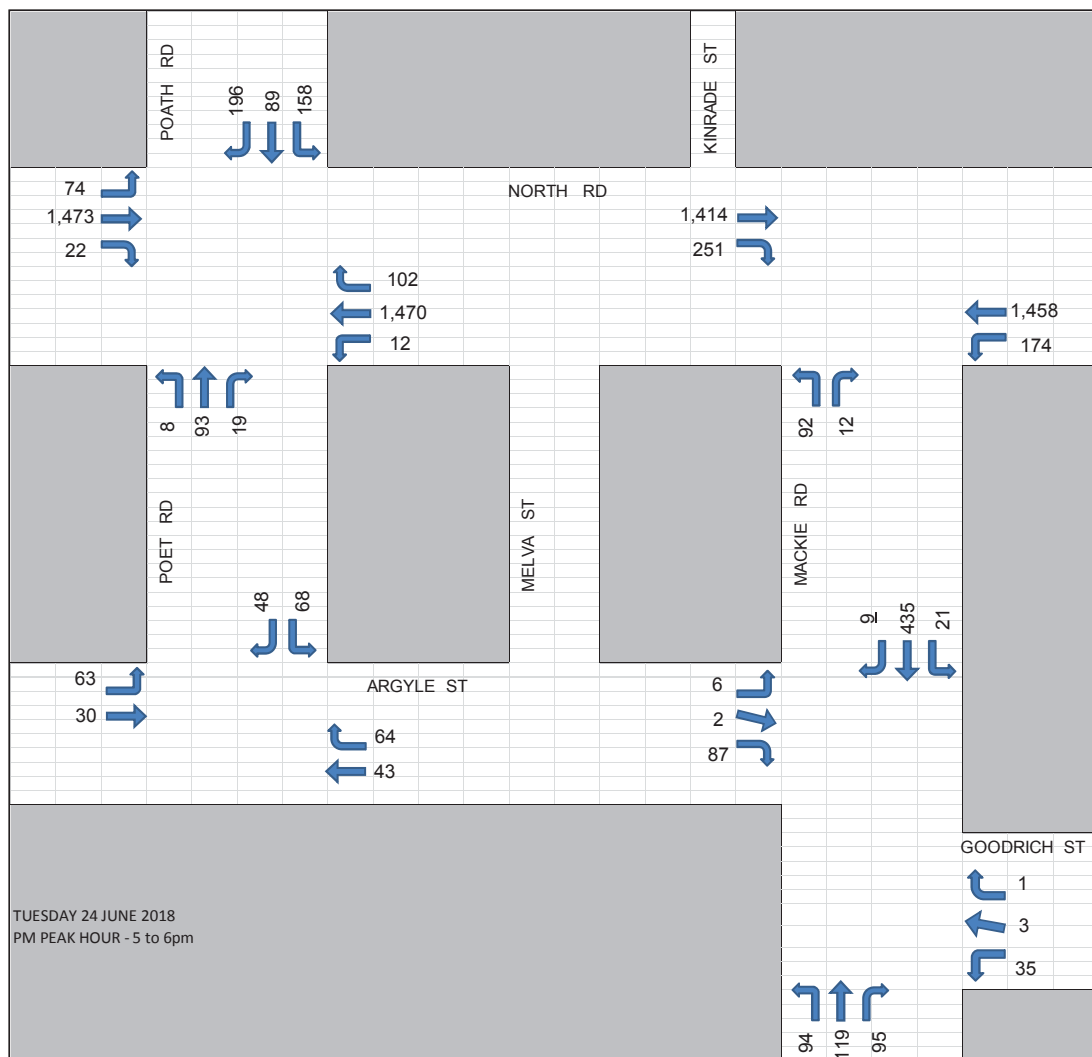
Intersection	Number of casualty crashes (within last 5 years)
North, Poath and Poet Roads	5
North and Mackie Roads	5
Mackie Road and Argyle Street	1

COMPARISON DATA – BEFORE and AFTER VICROADS CHANGED THE LANE CONFIGURATION

POET ROAD	Average Weekday Traffic Volume	Northbound Volume	Southbound Volume
2005	1,721	1,153	568
2010	1,812	1,224	588
2012	1,739	1,211	528
2018	2,223	1,250	973

ARGYLE STREET	Average Weekday Traffic Volume	Westbound Volume	Eastbound Volume
2011	1,529	999	530
2018	1,889	1,026	863







Existing and Proposed New No Stopping Restrictions on the east side of Poet Road near North Road



Existing and Proposed New No Stopping Restrictions at the intersection of Poet Road & Argyle Street



Proposed New No Stopping Restrictions on the southern side of Argyle Street near Mackie Road

9.6 GRAFFITI MANAGEMENT

Author: Chris Van Der Ark, Manager Buildings and Properties

Trim No: 18/1174476

Attachments: Nil

PURPOSE AND SUMMARY

To respond to the following resolution from the 3 July 2018 Ordinary Council Meeting:

“That a report be prepared on the impact of the anti-graffiti measures implemented by Council from 2012 to 2018.”

RECOMMENDATION

That Council notes the report.

BACKGROUND

Since 2012, the number of complaints relating to graffiti has increased and Council has developed an efficient program to remove graffiti from Council owned assets and private property as quickly as possible. The program is delivered by an in-house team of staff and is reactive in nature. The prompt removal of graffiti provides a clean, vibrant, safe and welcoming community for all residents, businesses and visitors as well as lowering the fear of crime among the general community.

Most of the graffiti that is now seen in the City of Glen Eira is on State Government assets rather than Council or private property. For example, the last snapshot survey conducted of graffiti in several of our neighbourhoods showed that graffiti on railway infrastructure accounted for more than half the graffiti observed (2013) and shopping centre snapshot surveys (2015, 2016) showed that power poles were by far the biggest source of graffiti in our shopping precincts.

This report discusses the impact of Council’s current reactive graffiti management program, the introduction of preventative actions and matters to be considered for the future.

ISSUES AND DISCUSSION

The presence of graffiti has a significant negative effect on the public’s perception of safety. It is a key factor in people’s confidence in the safety and security of public places as it is seen to have a link to illegal activities or anti-social behaviour.

Council’s anti-graffiti prevention measures to date include:

- Use of an in-house team to ensure graffiti is removed quickly.
- Use of anti-graffiti coatings.
- Installation of CCTV cameras.

Even with these measures, graffiti remains a significant problem and is expected to increase due to the construction of SkyRail.

More recently, Council’s approach with managing graffiti has included “preventative” actions. This includes engagement with youth educational programs and utilising public art and

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murals as best practice. Council has also prepared a Community Safety Plan (2018-2022) that includes how the physical amenity of the environment (including graffiti) can impact our community's feelings of safety.

Applications for grants have been made to the State Government to assist with developing graffiti education and diversionary programs to help raise people's awareness of the impacts of illegal graffiti and the legal consequences. This is the start of a shift to a more preventative focus.

Impact of Anti-Graffiti Measures Implemented by Council from 2012 to 2018

The methodology used to demonstrate the impact of Council's anti-graffiti measures implemented by Council from 2012 to 2018, was to compare the management, annual cost and number of jobs raised for the following two periods.

Period 1 - Financial years 2012/2013 -2014/2015

Period 2 - Financial years 2015/2016 – 2017/2018

These two periods were chosen to compare due to the timing of Council bringing the reactive maintenance of removal of graffiti in house in November 2015. They aim to demonstrate the changes with reduced graffiti incidents and cost.

Period 1

During the three year period from 2012/2013 to 2014/2015, Council managed graffiti as follows:

Management

1. Buildings & Properties Department attend to removal of graffiti from Council owned or managed buildings (contracted service to UMS).
2. Parks & Gardens Department attend to removal of graffiti from boundary fencing at parks/reserves (internal service).
3. Waste & Sustainability Department attend to assessment of request from private property owners for removal of graffiti on private property (internal service).
4. Report details of graffiti on Council owned or managed property to Victoria Police to assist with prosecutions.
5. Assist traders and households with graffiti removal by providing free graffiti removal kits.
6. Seek government grants to assist traders and households and support Council anti-graffiti initiatives.
7. Work with the Department of Justice's Graffiti Clean-Up Program to remove graffiti from laneways, including providing paint.
8. Use of local media to encourage utilities, government departments and property owners and occupiers to remove graffiti from their property promptly.
9. Use enforcement action where assistance and encouragement has not been effective.
10. Ordinary Council Meeting in February 2015 - Council resolved to adopt the amended Graffiti Management Policy 2009.

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Annual costs

	2012-2013	2013-2014	2014-2015
Buildings & Properties Department	136,494	106,233	101,981
Council Depot (GlenWorks)			20,753
Council Parks & Gardens Department	36,109	33,474	23,131
Waste	102,182	151,917	85,924
		1 EFT	1 EFT
Total	274,785	291,624	231,789

Number of Jobs Raised:

12/13	-	3457
13/14-		2574
14/15	-	3526

Period 2

During the three year period from 2015/2016 to 2017/2018, Council changed the way it managed graffiti to the following:

Management

- GlenWorks Graffiti Removal Crew (internal service – 3.0 FTE),
Purchased 2 work vehicles and a High water pressure wash
 - ✓ Remove graffiti from Council owned or managed buildings within 24 hours of it being reported and non-offensive graffiti within two days of it being reported.
 - ✓ Where graffiti is offensive, remove it within 4 hours.
 - ✓ Prompt removal of graffiti in public places, private property (where it abuts public areas) and utility assets that deliver the greatest community benefit and significantly contributes to public amenity.
- Recycling and Waste (internal service - 0.5 FTE)
Assist residents by removing graffiti on the title boundary of private property (both residential and commercial) which is visible from a public place. The per square metre rate of graffiti removed in the 2017/2018 financial year was as follows:

Council property = 7,884m² removed

Private property = 4,113m² removed

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Annual costs

	2015-2016	2016-2017	2017-2018
Buildings & Properties Department	55,635	9,002	0
Council Depot (GlenWorks)	16,972	141,954	217,830
		Incl 2 EFT	Incl 3 EFT
Council Parks & Gardens Department	31,755	441	0
Waste	71,260	79,584	38,801
	1 EFT	1 EFT	0.5 EFT
Total	175,622	230,981	256,631

Number of Jobs Raised

15/16 - 3475

16/17 - 3561

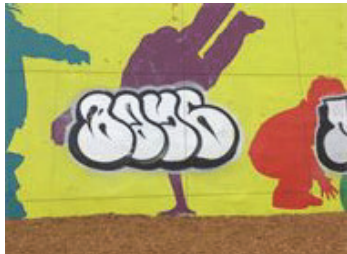



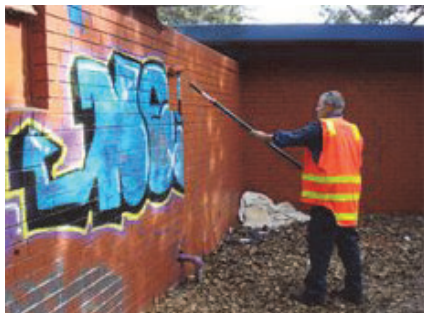
17/18 - 2711

The major change between the two periods was the in-house management of graffiti removal (maintenance activities), speed of delivery and shift towards preventative actions.

All other actions remained the same as for Period 1.

To demonstrate the speed of response, a sample of before and after images of graffiti managed by the GlenWorks Graffiti Crew and the response time are provided below:

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Before	After	Response time
Booran Resere		
		Within 24 hours
		Within 24 hours
Rear of Loys Avenue (Private Property)		
		Within 24 hours
EE Gunn Reserve Baseball Pavilion Rooms		
		Within 24 hours

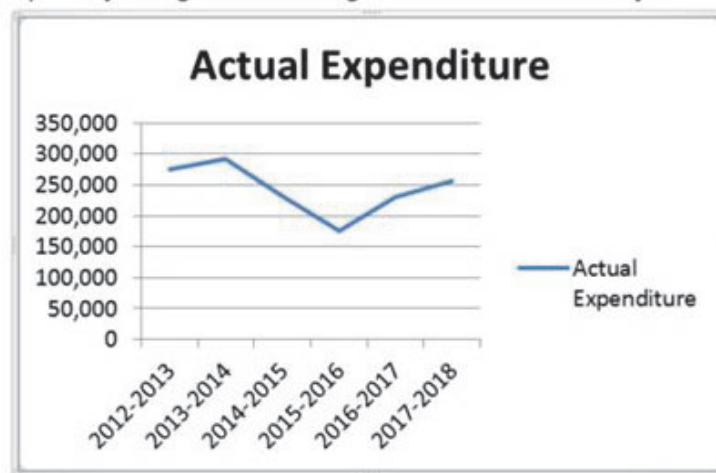
The GlenWorks Graffiti Removal Crew receives many compliments from our residents regarding the speed of removal. Recent examples of compliments are from a resident at 2A Alder Street in Caulfield South who called to express gratitude for the quick removal of graffiti and the tram stop outside Elsternwick Railway Station when the report of graffiti on the tram stop was received at 4:45pm and removed by the Graffiti Crew by 5:07pm (22 minutes).

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Annual costs

Over the last 6 financial years the average actual spend has been \$243,572.

The actual spend has been graphed below. We can see the gradual decrease in expenditure for the two year period from 2013-2014 to 2014/2015 and then the start of an increase in expenditure from 2015-2016. The contributing factors to the fluctuation will be improving service levels when the service was brought in house in 2015 and previous years' budgets not appropriately designed to manage the service effectively.

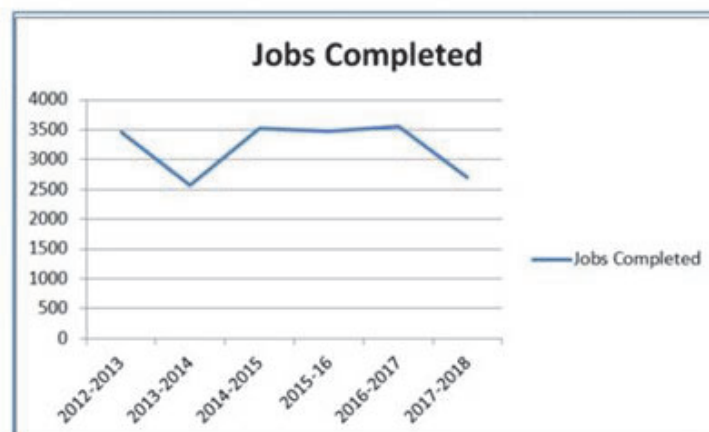


Number of Jobs Completed

When requests for graffiti maintenance jobs are received, they are logged in Council's Asset Management System – Confirm. The data for jobs completed since 2012/2013 tells us that:

- In 2012/2013 the number of jobs completed was 3,457.
- In 2017/2018 the number of jobs completed was 2,711. This is a 21.58% decrease.
- The average number of annual jobs across each financial year from 2012/2013 to 2017/2018 is 3,217.

The data for the 6 years that make up the two comparison periods is graphed below:



After comparing the two periods, a summary of Council's anti-graffiti measures since 2012 is as follows:

1. Faster response time due to bringing the service in house (less than 2 working days).
2. Use of anti-graffiti coatings.
3. Change of Council policy position to focus on prioritising removal of graffiti from Council-owned or managed property and support residents and local businesses to remove graffiti from their property.
4. Development of a Community Safety Plan (2018-2022) and action plan (2018-2020).
5. Change focus to include more preventative programs and increase the level of education and introduce art murals (street art). This is consistent with best practice as promoted by the Department of Justice and Regulation and the Australian Institute of Criminology with regards to Graffiti Prevention and Management¹. Examples of grants Council has applied for include the following:
 - a) Graffiti Prevention Grant received in July 2018 - \$27,500. This is going to facilitate education programs in 3 secondary schools – McKinnon, Bentleigh and St James and to install two art murals in the Bentleigh shopping strip.
 - b) In July 2018, an application was made to Public Safety Infrastructure Fund Grant through the Department of Justice and Regulation for \$203,000 which includes graffiti prevention and the installation of murals in a prominent Bentleigh laneway.
6. Installation of additional CCTV cameras.

Council has 239 CCTV cameras across various buildings in the municipality. A recent successful grant application from the Department of Home Affairs' Safer Streets Program will see an additional two cameras installed to enhance public safety in the forecourt at Carnegie Library and the laneway leading to the carpark.
7. Removing graffiti from private property that abuts a public place.
8. Providing free graffiti removal kits to assist residents in removing graffiti from private property.
9. Advocate to State Government for higher standards of graffiti removal from State owned assets.
10. Agency collaboration - We share data with Police and have developed a more collaborative approach.
11. A meeting has been held with a local secondary school to open communication lines and to discuss students that have been found marking graffiti on Council pavilions.

FUTURE CONSIDERATIONS

SkyRail

The Caulfield to Dandenong Level Crossing Removal (*Sky Rail*) will reach practical completion in late 2018. That will mean that from 31 October 2018 the open space linear parkland will be open to the public – and this presents the City of Glen Eira with some significant graffiti concerns. The State Government will assume all maintenance responsibilities for the first 12 months after practical completion but there is an expectation

¹ <https://aic.gov.au/publications/crimeprev/graffiti>

from State Government and the Community alike that Council will assume all maintenance responsibilities (including graffiti removal) after the 12 month caretaker period.

A maintenance 'trust' fund of \$15m has been established to cover all maintenance costs for the entire extent of the corridor (from Caulfield to Dandenong) over a 10 year period. Although it is unclear at this stage how this trust will be divided amongst the Councils, if it will be enough and how it will be administered. As the State Government have a remit to undertake maintenance for the first 12 months, actual costs for maintaining the corridor, including graffiti removal, will be much clearer at the end of the caretaker period. This maintenance funding arrangement and service level agreement is still being negotiated.

Whilst the rail network operator Metro Trains will be required to remove all graffiti in this corridor around train stations and 'high profile' surroundings (entrances, forecourt and car parks), the linear parkland that will be prone to graffiti removal does not fall under Metro Train's jurisdiction.

Furthermore, if Council or its contractors were able and willing to remove graffiti from the entire elevated structure, the rail operators will only permit graffiti removal up to a certain height. This will mean the balance of the structure will remain unsightly even if Council were to apply its current height standards of graffiti removal.

Graffiti advocacy - Inner South Metropolitan Mayors Forum

Glen Eira City Council is a member of the Inner South Metropolitan Mayors Forum Graffiti Working Group. Councils have identified that graffiti has become a permanent fixture along Melbourne's major arterials and rail corridors, sending a negative amenity message about safety for residents and visitors.

The aim of this working group is to identify a pragmatic solution for the State Government to maintain their assets to the same service standards that Councils maintain their assets and facilities.

Complexity of regulatory and legal constraints for each utility asset owner hinders advocacy for prompt graffiti responsiveness (OHS, access times and other liabilities).

FINANCIAL, RESOURCE, RISK AND ASSET MANAGEMENT IMPLICATIONS

A financial comparison of the two periods earlier years has been provided earlier in this report.

Current and Future Budgets

The budget for this FY2018/19 is \$341,000.

Future budgets are expected to be increased due to the potential future maintenance arrangements for Skyrail. At this stage it is unknown what these arrangements will entail or what the expected level of service will mandate. As mentioned in this report, a shift towards preventative programs and upstream education has commenced with grants being applied to develop the programs. This is additional work that will inevitably require additional resources.

Resources

Council's current resources relating to graffiti management include:

3.0 EFT – GlenWorks - Graffiti Removal Crew Members

0.5 EFT – Recycling and Waste Department – Liaison Officer.

With the impact that the SkyRail infrastructure will have with graffiti crime, research conducted by the Australian Institute of Criminology (Summary Paper No.06, December 2009) has indicated that strategies to reduce graffiti should recognise that there are different

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types of graffiti and graffiti writers and be based upon an understanding of the nature of graffiti and who is involved, including the range of complex motivations for participating in the production of graffiti.

Council has already commenced a shift in its thinking around strategies to reduce graffiti with development of education programs and murals (prevention). However, we are not currently resourced to proactively manage a preventative program effectively and further develop new strategies. An additional resource that is dedicated to managing preventative programs, developing upstream education, seeking grants and collaborating with agencies and Schools is recommended.

Next Steps

In late 2018, we propose to commission a graffiti audit of both private and public assets.

POLICY AND LEGISLATIVE IMPLICATIONS

There are no Policy or Legislative implications.

COMMUNICATION AND ENGAGEMENT

Council Community Safety Plan (2018-2022) includes how the physical amenity of the environment (including graffiti) can impact our community's feelings of safety. This has acted as a driver to submitting applications for funding from the State Government's Graffiti Prevention Grants 2018-2019. The first application was successful and a response to our second application is pending.

The funds will be used to deliver preventative education through engaging youth and young adults in an educational program and street mural installations, consistent with best practice as promoted by the Department of Justice and Regulation and the Australian Institute of Criminology with regards to Graffiti Prevention and Management.

LINK TO COUNCIL AND COMMUNITY PLAN

Theme One: Liveable and Well Designed

A well planned City that is a great place to live.

OFFICER DECLARATION OF CONFLICT OF INTEREST

No officers involved in the preparation of this report have any direct or indirect interest in this matter.

CONCLUSION

Council's decision to increase its focus on graffiti management has made a positive contribution to the amenity of the City and the perception of safety. The impact of a very fast graffiti removal response time has seen a reduction in the level of graffiti and acts as a deterrent.

Funding from the State Government continues to be sought to assist Council in transitioning towards a more preventative approach to graffiti management and developing upstream education programs. This will inevitably generate additional work to Council that currently has no dedicated resource. To proactively manage preventative programs and upstream education, it is recommended that a permanent dedicated resource is recruited.

Overall, the impact of the anti-graffiti measures introduced by Council since 2012 has been positive.

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9.7 MURRUMBEENA POLICE STATION

Author: James Kearney, Special Projects Manager

Trim No: 18/1269546

Attachments: Nil

PURPOSE AND SUMMARY

To provide information on the old Murrumbeena Police Station site, as requested by Council at its 2 February 2016 Ordinary Meeting.

RECOMMENDATION

That Council notes this report.

BACKGROUND

At the 2 February 2016 Ordinary Council Meeting, Council endorsed that a report be prepared on the old Murrumbeena Police Station as follows:

1. Council identifies the owner of the building; and
2. What possible uses could Council see for this building.

ISSUES AND DISCUSSION

Officers have investigated and provide the following information:

1. The owner of the building and the land is Victoria Police.
2. The subject site is Crown Land and is reserved for "Police Purposes".
3. The site was explored as a potential open space opportunity, however it was considered that it does not represent a high value open space option. It does not connect to any nearby open spaces or paths and was not considered to represent high open space value. The focus in Council's Advocacy Strategy and advocacy efforts with the State Government is to pursue the Village Green in Murrumbeena, which would be a high value open space area for Council.

FINANCIAL, RESOURCE, RISK AND ASSET MANAGEMENT IMPLICATIONS

There are no financial, resource, risk or asset management implications.

POLICY AND LEGISLATIVE IMPLICATIONS

There are no policy or legislative implications.

COMMUNICATION AND ENGAGEMENT

There has been no communication or engagement undertaken in relation to this matter.

LINK TO COUNCIL AND COMMUNITY PLAN

Theme Five: Informed and Engaged

A well governed Council that is committed to transparency and engages residents in decision-making.

OFFICER DECLARATION OF CONFLICT OF INTEREST

No officers involved in the preparation of this report have any direct or indirect interest in this matter.

CONCLUSION

The old Murrumbeena Police Station is Crown Land set aside for Police Purposes. It is not considered to be a potential new open space of high value for Council. One of Council's Advocacy Strategy actions is to pursue the Village Green in Murrumbeena instead, which would be a high value open space area.

9.8 FINANCIAL MANAGEMENT REPORT FOR THE PERIOD ENDING 30 SEPTEMBER 2018

Author: Karen Oh, Corporate Accountant

Trim No: 18/1268097

Attachments: 1. September 2018 Financial Mgt Report - Attachment 1

PURPOSE AND SUMMARY

To report Council's finances in the Financial Management Report for the period ending 30 September 2018.

RECOMMENDATION

That Council notes the Financial Management Report for the period ending 30 September 2018.

BACKGROUND

The report includes a comparison of year-to-date (YTD) actual income and expenditure with budgeted (YTD and forecast end-of-year) and other information for the current financial year.

This report also provides a review of the 2018-19 Capital Works Program, cash flow reports and investment reports.

ISSUES AND DISCUSSION**(a) Forecast**

Council's forecast operating surplus is projected to be \$20.69m, which is \$2.03m ahead of the adopted Annual Budget.

(b) Financial Position

Council's financial position is sound. The Balance Sheet indicates a satisfactory financial position with forecast total current assets of \$80.96m and total current liabilities of \$61.43m.

Cash and investment holdings at 30 September are \$74.21m. This is higher than originally budgeted due to the opening cash position being better than expected and results in a forecast liquidity ratio of 1.32 as at 30 June 2019.

FINANCIAL, RESOURCE, RISK AND ASSET MANAGEMENT IMPLICATIONS

The key financial objectives for Council are:

- Manage finances appropriately within the constraints set by the State Government's Rate Capping regime.
- Renew and upgrade our ageing assets and community facilities.
- Maintain essential services at not less than current levels.
- Set fee increases that are manageable and sustainable.
- Invest in continuous improvement, technology and other enablers to efficiency and embrace customer outcomes.
- Keep day-to-day costs manageable and rates below our peers.

POLICY AND LEGISLATIVE IMPLICATIONS

Section 138 of the *Local Government Act 1989* (the Act).

COMMUNICATION AND ENGAGEMENT

Council officers in preparing the Financial Management Report, take into account other plans and strategies in regard to services and initiatives which commit financial and non-financial resources for the current financial year.

LINK TO COUNCIL AND COMMUNITY PLAN

Theme Five: Informed and Engaged

A well governed Council that is committed to transparency and engages residents in decision-making.

OFFICER DECLARATION OF CONFLICT OF INTEREST

No officers involved in the preparation of this report have any direct or indirect interest in this matter.

CONCLUSION

The positive operating result year to date is higher than was anticipated when the annual budget was set. The Balance Sheet position and the cash position are sound.

ATTACHMENT 1:**Financial Management Report for the period ending 30 September 2018****1. Contents**

Executive Summary	2
Income Statement.....	6
Balance Sheet.....	7
Performance Graphs.....	8
Capital Works Expenditure Program	13
Financial Strategy	19
Assurance Map.....	22

Executive Summary

for the period ending 30 September 2018

a) Current Month Budget Result

At the end of September 2018, the performance against budget from ordinary activities showed a positive variance of \$1.94m due to higher than anticipated income of \$984k and favourable variance in operating expenditure of \$953k (refer to page 8 for details of the variances).

Please note that a large amount of the current variances is due to timing differences (i.e. between the scheduling of budgets and timing of actual results).

The next few months should reflect whether these variances (particularly the expenditure variances) become more permanent for the 2018-19 financial year.

Current Month Forecast Result

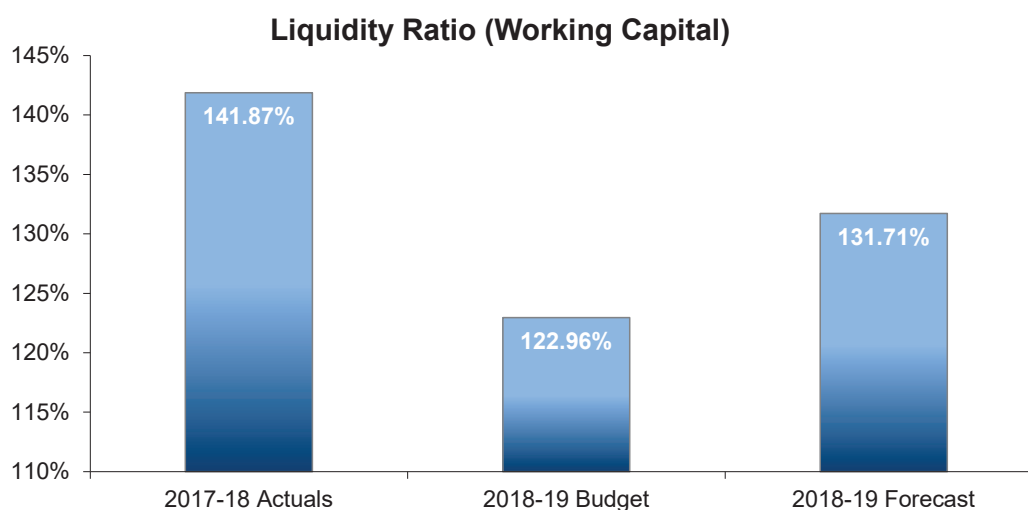
The forecast result expected for the financial year is a surplus of \$20.69m compared with the original adopted *2018-19 Annual Budget* of \$18.66m.

The current monthly forecast movement from ordinary activities shows a decrease in operating revenue of \$126k and a decrease in operating expenditure of \$137k.

b) Liquidity

Working capital is the excess of current assets above current liabilities. This calculation recognises that although Council has current assets, some of those assets are already committed to the future settlement of liabilities in the following 12 months, and are therefore not available for discretionary spending.

Council will continue to have a large investment in capital works projects. Council is required to hold sufficient cash to cover 'Restricted Assets' such as: Residential Aged Care Deposits, Public Open Space Reserve, Contract Deposits and *Fire Services Property Levy*.



c) Open Space

Contributions

All multi-unit developers pay a uniform 5.7 per cent of the value of the land (or give Council 5.7 per cent of the area of the land). All money raised by the levy will go into more and better open space.

Open Space Reserve

The balance of the Open Space Reserve as at 30 September 2018 is as follows:

Description	2018-19 Current Month Actual	2018-19 Year to Date
Open Space Contributions Received	\$493,620	\$2,588,370
Open Space Capital Expenditure	(\$472)	(\$40,411)
Net Movement	\$493,148	\$2,547,959
Opening Balance as at 1 July 2018		\$13,793,497
Closing Balance – Open Space Reserve*		\$16,341,456

**Please note: the table above excludes expenditure on improving existing public open space, which is expenditure allowable under Section 20(2) of the Subdivision Act.*

Superannuation – Defined Benefits Scheme

Vested Benefits Index (VBI)

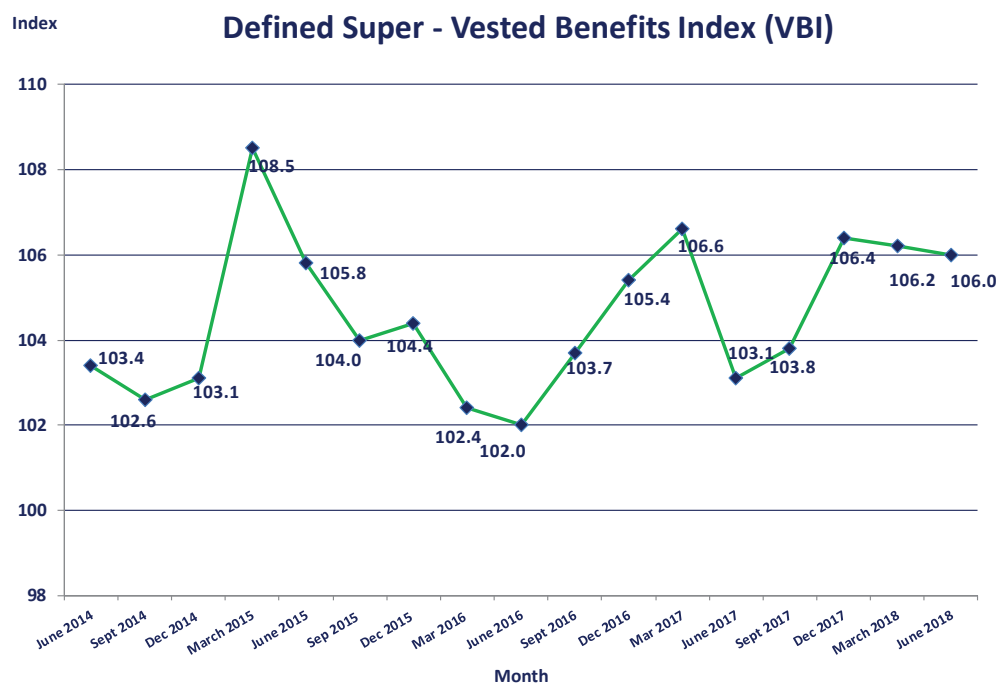
Defined benefit plans are required by law to have an actuarial investigation at least once every three years. Vision Super monitors the vested benefit position of the defined benefits plan on a quarterly basis.

The VBI is the key index that the super fund regulator, APRA, considers when assessing the financial position of the Defined Benefit Plan. In simple terms, this measures whether there would be enough assets to meet the liabilities of the Defined Benefit Plan if it became necessary to pay all members their total entitlements on a particular day.

Under the superannuation prudential standards, VBI's must generally be kept above a fund's nominated shortfall threshold, currently 97%. The higher the index the less chance of a future call.

For the Plan to be in a satisfactory financial position requires a VBI of 100% or more.

Below is the estimated VBI updated to 30 June 2018.



Forecast adjustments for September 2018***Income from ordinary activities decrease of \$126k***

The income forecast movement is mainly due to:

- **User Fees** – User fees relate mainly to the recovery of service delivery costs through the charging of fees to users of Council's services. These include use of leisure, community facilities and the provision of human services such as Family Day Care and Community Care Services.

User fees have decreased by \$135k mainly due to lower than anticipated fee income for GESAC and Urban Planning permit fees.

Expenditure from ordinary activities decrease of \$137k

The expenditure forecast movement is mainly due to:

- **Other Expenditure** – the decrease in other expenditure is mostly due to movements in the provision for parking infringement debtors.

Income Statement*for the period ending 30 September 2018*

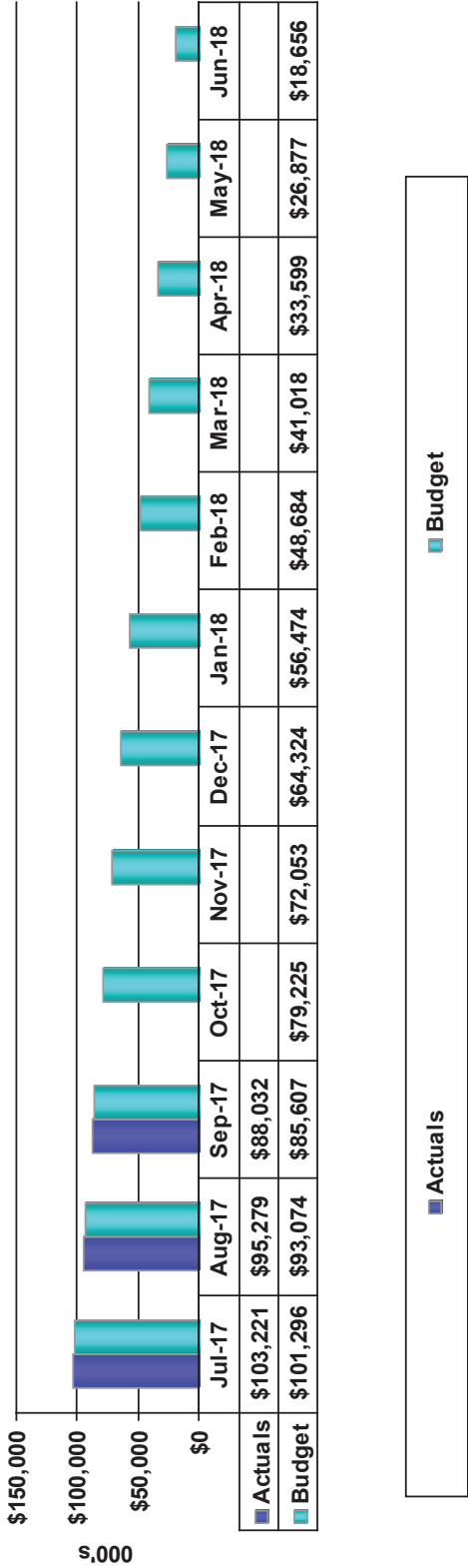
	2018-19 Year to Date Actual	2018-19 Year to Date Budget	2018-19 Year to Date Variance	2018-19 Year to Date Variance (%)	2018-19 Last Month Forecast	2018-19 Current Month Forecast	2018-19 Current Month Forecast Movement	2018-19 Annual Budget	2018-19 Budget Forecast Variance	2018-19 Budget Forecast Variance (%)
Income	\$ 000's	\$ 000's	\$ 000's	(%)	\$ 000's	\$ 000's	\$ 000's	\$ 000's	\$ 000's	(%)
<i>Income from Ordinary Activities</i>										
General Rates	91,443	91,400	43	0.0%	92,142	92,138	(5)	92,145	(7)	(0.0%)
Supplementary Rates	364	430	(66)	(15.2%)	774	734	(40)	800	(66)	(8.2%)
Waste and Recycling Charges	16,346	16,360	(14)	(0.1%)	16,363	16,353	(10)	16,367	(14)	(0.1%)
Grants (Operating and Capital)	5,871	5,657	215	3.8%	23,107	23,095	(13)	22,934	161	0.7%
Interest Received	461	375	86	22.9%	1,559	1,586	27	1,500	86	5.7%
User Fees	6,974	6,909	65	0.9%	29,479	29,344	(135)	29,514	(170)	(0.6%)
Statutory Fees and Fines	2,243	1,934	308	15.9%	8,420	8,424	4	8,116	308	3.8%
Contributions (Monetary)	2,588	2,250	338	15.0%	9,545	9,558	14	9,000	558	6.2%
Other Income	385	375	9	2.4%	1,920	1,951	31	1,942	9	0.5%
Total Income from Ordinary Activities	126,676	125,691	984	0.78%	183,310	183,183	(126)	182,318	866	0.5%
Expenses										
<i>Expenses from Ordinary Activities</i>										
Employee Costs	18,996	19,237	241	1.3%	78,204	77,900	304	78,231	331	0.4%
Materials and Consumables	1,076	1,349	273	20.2%	5,721	5,772	(51)	5,962	190	3.2%
Contractor Payments	7,810	8,088	278	3.4%	33,606	33,664	(58)	33,551	(113)	(0.3%)
Maintenance	1,322	1,389	67	4.8%	7,436	7,426	10	7,472	46	0.6%
Utility Services	1,116	1,404	288	20.5%	5,025	4,993	31	5,168	175	3.4%
Insurances	837	600	(237)	(39.4%)	1,301	1,244	57	1,053	(192)	(18.2%)
Other Expenses	1,369	1,446	77	5.3%	5,610	5,723	(112)	5,706	(16)	(0.3%)
Grants and Subsidies	358	334	(23)	(7.0%)	1,236	1,276	(41)	1,312	36	2.7%
Borrowing Costs	150	139	(11)	(8.3%)	564	566	(2)	554	(11)	(2.1%)
Total Expenses from Ordinary Activities	33,034	33,987	953	2.8%	138,701	138,564	137	139,010	446	0.3%
Surplus before non operational activities	93,641	91,703	1,937	2.1%	44,608	44,619	11	43,308	1,311	3.0%
<i>Non-operational Activities</i>										
Proceeds from Sale of Property, Infrastructure, Plant and Equipment	91	115	(24)	(20.7%)	515	477	(38)	501	(24)	(4.7%)
Written Down Value of Assets Sold/Disposed	110	323	213	66.0%	1,470	1,458	12	1,596	138	8.6%
Depreciation and Amortisation	5,591	5,889	298	5.1%	23,092	22,950	142	23,557	607	2.6%
Surplus for the period	88,032	85,607	2,424	2.8%	20,561	20,688	127	18,656	2,032	10.9%
<i>Key to Variance - Positive figures relate to an increase in revenue and a decrease in expenditure. Negative figures relate to a decrease in revenue and increase in expenditure.</i>										

Balance Sheet*for the period ending 30 September 2018*

	Actuals 2017-18	Annual Budget 2018-19	Annual Forecast 2018-19	Year to Date Actual 2018-19	Previous Month's Actuals
	\$ 000's	\$ 000's	\$ 000's	\$ 000's	\$ 000's
Assets					
Current Assets					
Cash and Cash Equivalents	74,207	61,398	65,100	82,102	71,527
Trade and Other Receivables	13,815	12,739	14,232	102,290	119,009
Other Assets	1,625	1,497	1,625	186	260
Total Current Assets	89,647	75,634	80,957	184,578	190,795
Non-Current Assets					
Property, Infrastructure, Plant and Equipment	2,541,984	2,222,727	2,566,136	2,540,838	2,540,562
Intangible Assets	563	764	447	509	526
Investments in Joint Operations	1,457	1,592	1,457	1,457	1,457
Other Financial Assets	5	5	5	5	5
Total Non-Current Assets	2,544,009	2,225,088	2,568,045	2,542,809	2,542,551
TOTAL ASSETS	2,633,656	2,300,722	2,649,002	2,727,387	2,733,346
Liabilities					
Current Liabilities					
Trade and Other Payables	13,926	14,717	12,038	6,849	6,819
Trust Funds and Deposits	32,353	29,874	32,353	45,957	44,626
Provisions	13,468	13,350	13,468	13,524	13,287
Interest-Bearing Liabilities	3,444	3,571	3,571	3,482	3,470
Total Current Liabilities	63,191	61,512	61,430	69,812	68,202
Non-Current Liabilities					
Provisions	1,360	1,431	1,360	1,344	1,360
Interest-Bearing Liabilities	14,858	11,277	11,277	13,975	14,259
Other Liabilities - Joint Operations	2,820	2,420	2,820	2,820	2,820
Total Non-Current Liabilities	19,038	15,128	15,457	18,139	18,438
Total Liabilities	82,229	76,640	76,887	87,952	86,641
Net Assets	2,551,427	2,224,082	2,572,115	2,639,436	2,646,706
Equity					
Accumulated Surplus	941,638	969,644	976,119	1,027,122	1,034,863
Asset Revaluation Reserve	1,595,996	1,254,438	1,595,996	1,595,972	1,595,994
Public Open Space Reserve	13,793	-	-	16,341	15,848
Total Equity	2,551,427	2,224,082	2,572,115	2,639,436	2,646,706

Performance Graphs

Financial Performance
for the period ending 30 September 2018

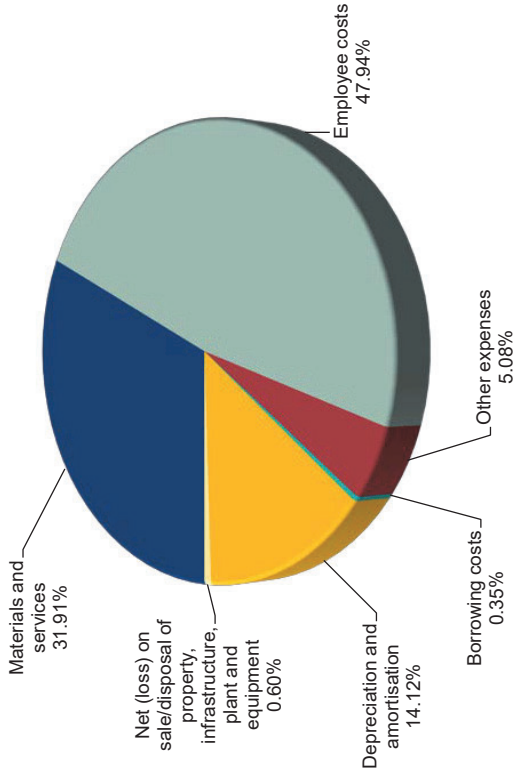


The September 2018 year to date financial performance was \$2.42m better than the year to date budget mainly due to:

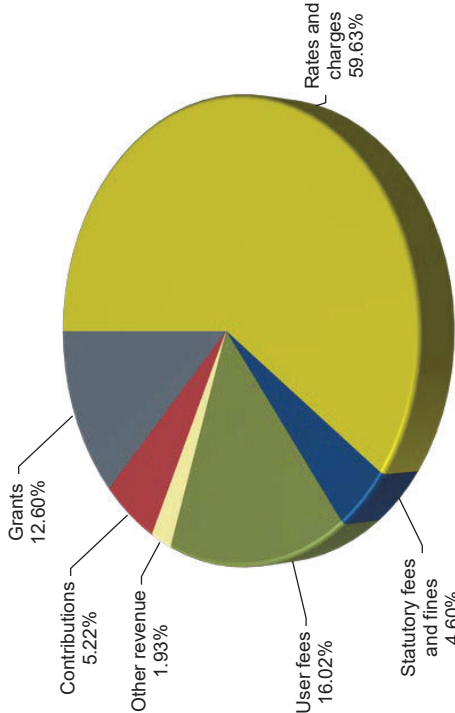
- Better than anticipated income received for Contributions (Monetary) of \$338k, Statutory Fees and Fines of \$308k, Grants of \$215k, Interest Received \$86k and User Fees of \$65k.
- Favourable variances in expenditure items including: Utility Services \$288k, Contractor Payments of \$278k, Materials and Consumables of \$273k, Employee Costs \$241k, Other Expenses of \$77k and Maintenance \$67k. Offset by increased insurance costs \$237k.

Financial Performance
for the period ending 30 September 2018

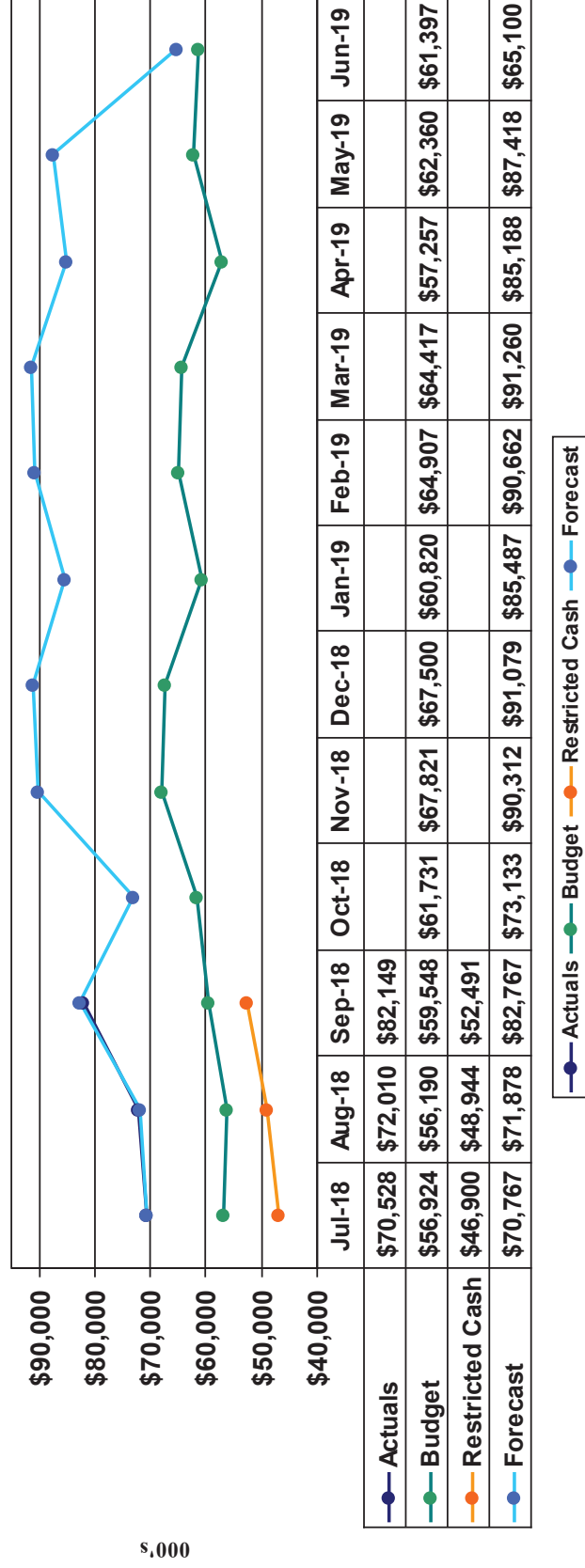
2018-19 Forecast categories of expenditure



2018-19 Forecast sources of income



Cash and Investments
for the period ending 30 September 2018



- Council's year to date cash balance of \$82.15m is higher than budget for the current month. Council's forecast position to June 2019 of \$65.1m has been adjusted to reflect the movements in Council's Income Statement and Capital Works Program forecast adjustments.
- Council has cash assets that are subject to restrictions. Restricted funds as at 30 September 2018 include: residential aged care deposits of \$27.56m, trust funds and deposits of \$4.99m (including asset protection permits), open space reserve of \$16.34m and fire services property levy of \$3.60m.

Rates Income and Debtors
for the period ending 30 September 2018

Rate and Charges Income – is an important source of revenue, accounting for approximately 61 per cent of the total revenue received by Council annually. Glen Eira continues to have the second-lowest average rates and charges in metro Melbourne.

Rate Capping - The Victorian Government's *Fair Go Rates System* (FGRS) limits the maximum increase in Councils' average rates. The amount is calculated by dividing total revenue from general rates by the total number of rateable properties in the municipality.

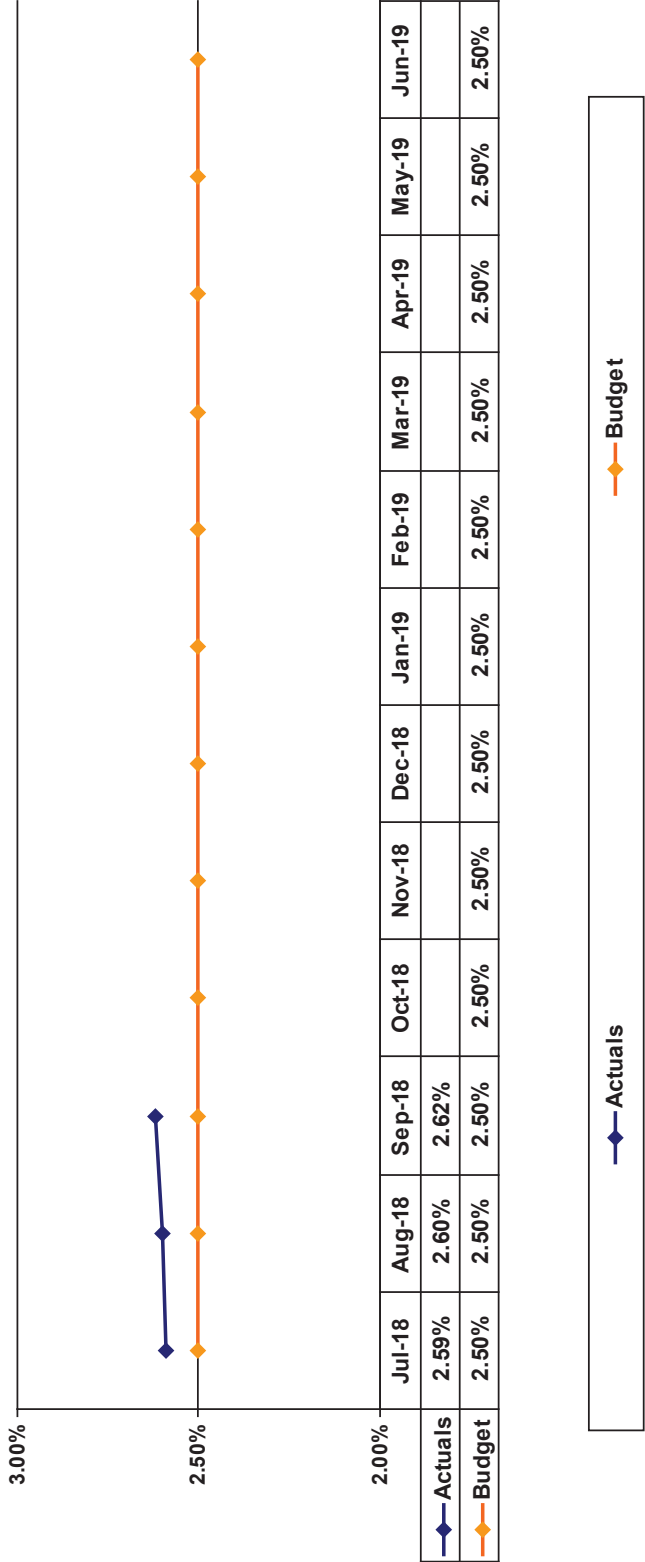
Each year the Minister for Local Government sets the average rate cap increase for Councils.

The cap for 2018-19 was set at forecast CPI of 2.25% (2.0% for 2017-18).

Rate Payments - Rates are paid in four instalments during the year: February, May, September and November. Council's cash flow is impacted by the timing of rate payments. The following table reflects the rate debtors balance as at 30 September 2018.

Rate Debtors	2018-2019 Year to date	\$'000
Arrears Brought Forward		6,493
2018-19 Rates & Garbage Generated		108,168
2018-19 Fire Services Property Levy		12,688
Total Rates & Charges		127,349
Payments/Adjustments:		
Glen Eira Pension Rebate	(286)	
State Government Rebate	(1,615)	
Fire Services Property Levy Rebate	(352)	
Receipts	(31,100)	
Interest	1	
Supplementary Valuations	336	
Adjustments	(21)	
Total Payments/Adjustments		(33,040)
Rates & Charges Balance at Month End		94,309

Investment Interest Rates
for the period ending 30 September 2018



Council achieved a return of 2.62% against the budget of 2.50%.

Capital Works Expenditure Program

As at the end of September 2018, total capital works expenditure forecast for 2018-19 is expected to be \$48.08m, represented by:

- New capital works projects as per the 2018-19 Annual Budget \$37.62m
- Capital works funding \$1.38m
- Carry forward expenditure from the 2017-18 financial year \$8.66m
- Forecast increase year to date \$416k

Capital increases for the month of September include:**Additional Funding**

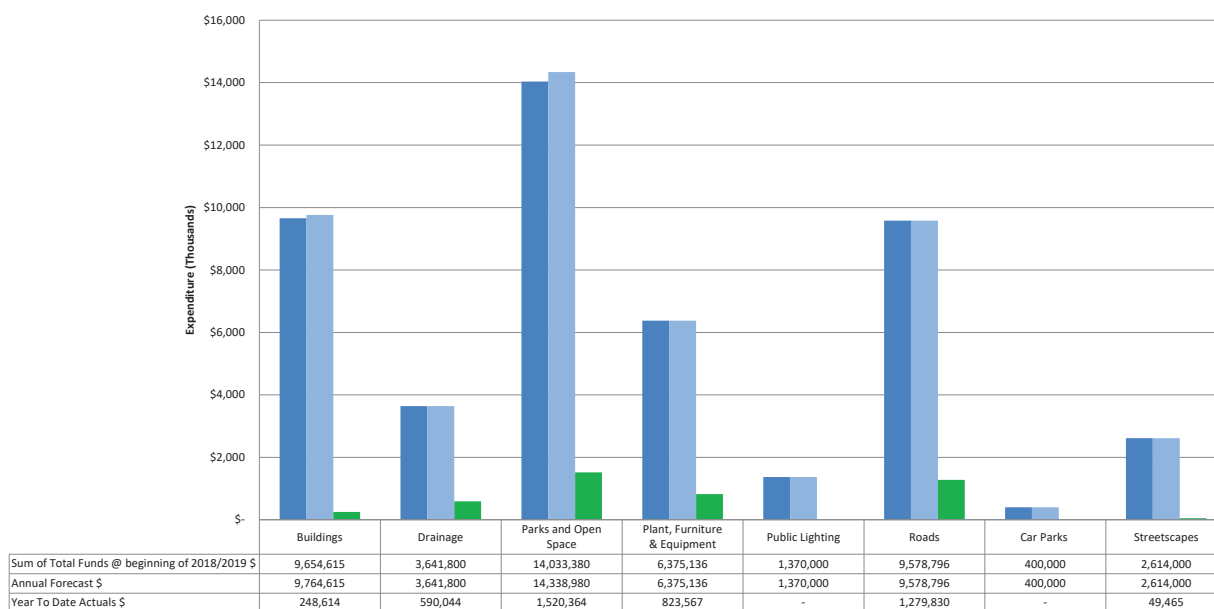
- Funding of \$100k from Sports and Recreation Victoria through *Community Sports Infrastructure Fund* for redevelopment of change and bathroom facilities at Koornang Park.
- Funding of \$10k for the Murrumbeena Community Hub from Sports and Recreation Victoria.
- Additional funding of \$75k to install LED Lighting from *The World Games Facility Fund* for lighting at Bailey Reserve.
- AFL Vic funding of \$80k for new LED light fittings and poles, upgrade to the main switchboard and provide swipe card access at McKinnon Reserve and Centenary Park.

Other Increases

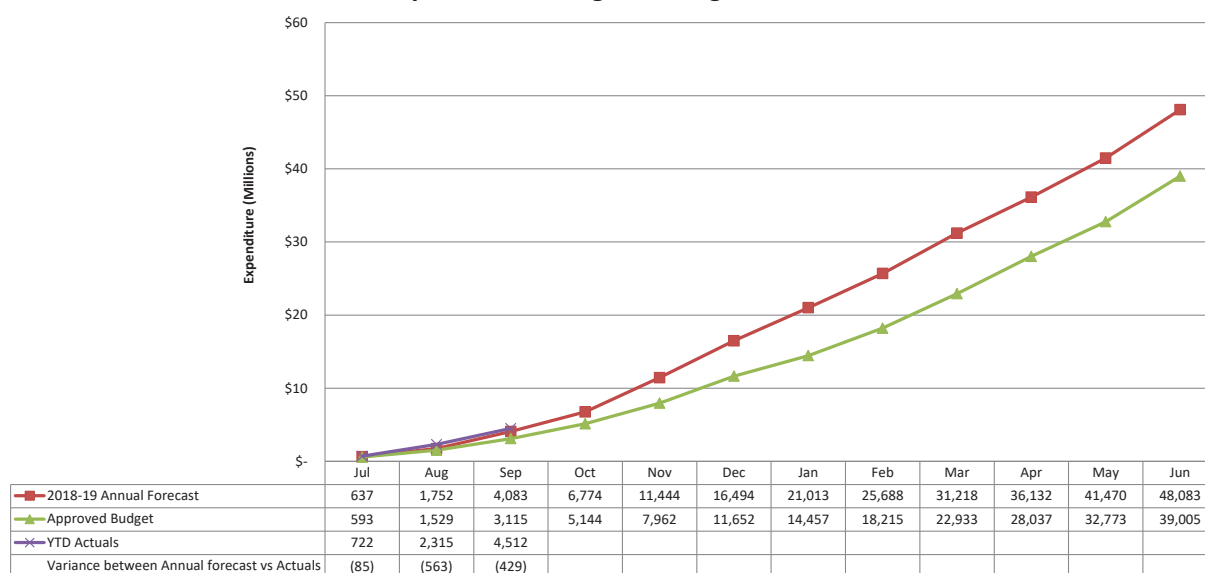
- Forecast increase of \$150k to accommodate the total cost (demolition and construction) for the Multi-purpose Sports Training Facility at Moorleigh Village. The significant volume of civil construction works in Victoria over the last few years is resulting in tender prices escalating for these types of projects.

(b) Capital Works Performance Graphs

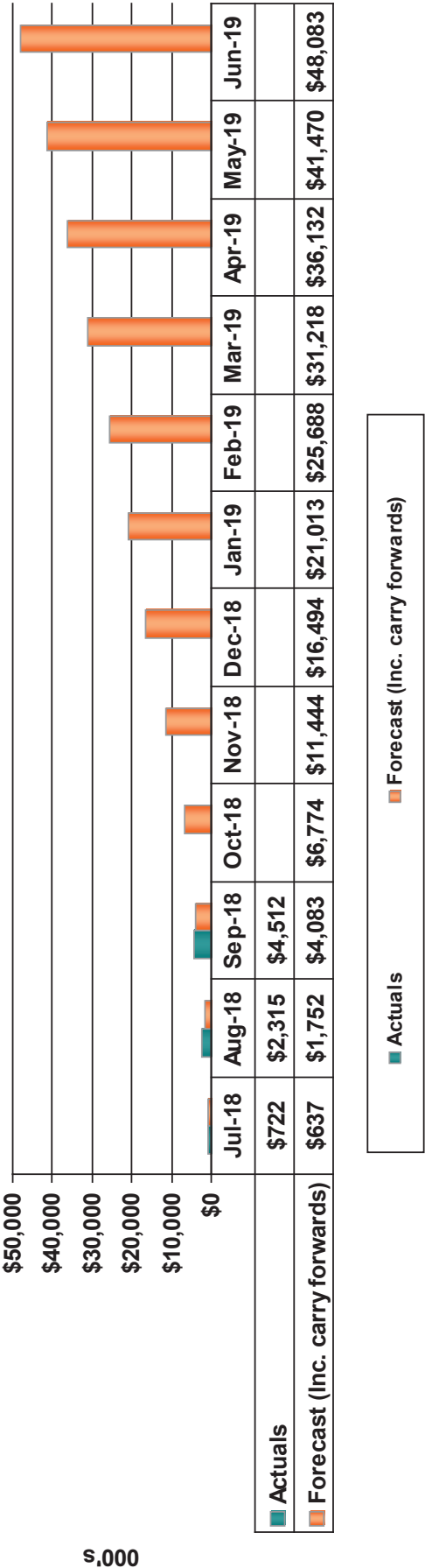
The below graphs reflect the 2018-19 budget allocations for the main asset category and performance against budget and forecast.

Main Asset Category

■ Sum of Total Funds @ beginning of 2018/2019 \$ ■ Annual Forecast \$ ■ Year To Date Actuals \$

Monthly Performance against Budget and Forecast

Capital Works Program Expenditure
for the period ending 30 September 2018



Council's capital expenditure is ahead of forecast by \$429k mainly due to Footpath Replacement Program \$334k and Corporate Information Management \$204k. Offsetting this is capital expenditure behind forecast for Irrigation Upgrade at Centenary Park \$92k and Open Space Master Plan (Landscape Enhancement Works) at Duncan Mackinnon \$83k.

Capital Works Program Expenditure

for period ending 30 September 2018

Description	2018-19 Carry Forwards from 2017-18	2018-19 Adopted Annual Capital Budget	2018-19 Capital Grant Funding	2018-19 Budget Plus 2016-17 Carry Forward	2018-19 YTD Work In Progress	2018-19 YTD Forecast	2018-19 YTD Variance	2018-19 Annual Forecast Projected end of June 2019 expenditure	2018-19 Forecast Forecast Adjusted
	(\$)	(\$)	(\$)	(\$)	(\$)	(\$)	(\$)	(\$)	(\$)
<u>CAPITAL WORKS: STRATEGIC PROJECTS</u>									
Continuous Improvement & Innovation	939,075	300,000	-	1,239,075	79,889	-	(79,889)	1,239,075	-
Activity Centre Streetscape upgrades & Minor renewal works	-	1,000,000	-	1,000,000	17,375	-	(17,375)	1,000,000	-
Bentleigh Structure Plans	152,000	350,000	-	502,000	32,091	72,000	39,909	502,000	-
Carnegie Structure Plan	-	500,000	-	500,000	-	10,000	10,000	500,000	-
Elsternwick Structure Plan	-	220,000	-	220,000	-	-	-	220,000	-
Integrated Transport Strategy Implementation	-	300,000	-	300,000	-	20,000	20,000	300,000	-
Caulfield to Dandenong rail corridor open space upgrade	-	200,000	-	200,000	-	-	-	200,000	-
TOTAL STRATEGIC PROJECTS	1,091,075	2,870,000	-	3,961,075	129,354	102,000	(27,354)	3,961,075	-
<u>CAPITAL WORKS: PORTFOLIOS</u>									
<u>CAPITAL WORKS: PORTFOLIOS-COMMUNITY FACILITIES</u>									
Buildings Upgrade	-	1,440,500	100,000	1,540,500	65,518	-	(65,518)	1,540,500	-
GEL -Upgrade 24 hour access	-	65,000	-	65,000	-	-	-	65,000	-
GESAC Defect rectification and outdoor gym area	-	272,000	-	272,000	4,095	-	(4,095)	272,000	-
New Public Toilets	345,000	431,250	-	776,250	24,455	50,000	25,545	776,250	-
Child Care Centre Upgrades	-	17,250	-	17,250	-	-	-	17,250	-
Building Security Upgrades	-	118,000	-	118,000	4,196	28,000	23,804	118,000	-
Pavilion Upgrades	-	45,000	-	45,000	-	-	-	45,000	-
MCHC Upgrades	-	17,250	-	17,250	-	-	-	17,250	-
F&E Senior Citizens Centres	-	60,000	-	60,000	-	-	-	60,000	-
Community Shed Moorleigh Village	-	50,000	-	50,000	-	-	-	50,000	-
Community Garden Moorleigh Village	-	65,000	-	65,000	-	-	-	65,000	-
TOTAL CAPITAL WORKS: PORTFOLIOS-COMMUNITY FACILITIES	345,000	2,581,250	100,000	3,026,250	98,264	78,000	(20,264)	3,026,250	-
<u>CAPITAL WORKS: PORTFOLIOS-COMMUNITY SAFETY</u>									
Transport Planning Program	24,000	650,000	-	674,000	30,340	80,000	49,660	674,000	-
New Footpath Program	-	250,000	-	250,000	(0)	-	0	250,000	-
Bicycle Strategy	305,000	25,000	-	330,000	349	-	(349)	330,000	-
Blackspot program upgrade	-	40,000	-	40,000	-	-	-	40,000	-
TOTAL CAPITAL WORKS: PORTFOLIOS-COMMUNITY SAFETY	329,000	965,000	-	1,294,000	30,689	80,000	49,311	1,294,000	-
<u>CAPITAL WORKS: PORTFOLIOS-RECREATION AND OPENSACE</u>									
ADASS outdoor Landscaping space Upgrade	-	112,500	-	112,500	-	-	-	112,500	-
Memorial structure for Holocaust survivors	-	100,000	-	100,000	-	-	-	100,000	-
Major Playground Redevelopment - Construction	901,000	439,500	-	1,340,500	46,635	18,100	(28,535)	1,340,500	-
Open Space Strategy Initiatives & Implementation	988,000	1,340,380	80,000	2,408,380	158,220	276,500	118,280	2,408,380	-
Park Furniture-New	-	150,000	-	150,000	20,568	37,500	16,932	150,000	-
Plant and Equipment Upgrade- Booran Reserve	-	65,100	-	65,100	118	-	(118)	65,100	-
Multi-purpose Sports Training facility- Moorleigh	206,000	-	100,000	306,000	154,418	136,000	(18,418)	456,600	150,600
Street Tree Planting Program- narrow nature strips	-	480,000	-	480,000	17,664	40,000	22,337	480,000	-
Replacing and Reinforcing Retaining wall and Bridge	213,000	-	-	213,000	19,883	42,600	22,717	213,000	-
Sportsground Lighting Renewal	-	230,000	150,000	380,000	11,540	-	(11,540)	380,000	-
Cricket Net Facilities Upgrade	117,000	51,750	-	168,750	49,074	168,750	119,676	168,750	-
Plinth Curbing	-	86,250	-	86,250	22,286	-	(22,286)	86,250	-
Sportsground Lighting Upgrade-Bailey Reserve Skate Park	62,000	-	-	62,000	38,467	62,000	23,533	62,000	-
Sportsground Lighting Upgrade-Bailey Reserve (subject to 2018-2019 The World Game Facilities funding)	-	175,000	175,000	350,000	-	-	-	425,000	75,000
Open Space Strategy Implementation - Master Plan Construction - Duncan Mackinnon	774,000	497,000	-	1,271,000	113,490	197,000	83,510	1,271,000	-
Maintenance storage- Booran Reserve	-	70,000	-	70,000	40,293	-	(40,293)	70,000	-
Cricket Wicket Upgrade – Turf and Sub Surface Drainage	-	361,000	-	361,000	22,418	11,000	(11,418)	361,000	-
Sportsground Lighting Upgrade-McKinnon Reserve	154,000	50,000	150,000	354,000	-	-	-	434,000	80,000
Warm Season Grass Bailey Reserve	437,000	-	-	437,000	240,632	290,000	49,368	437,000	-
Netball Court Development- Duncan Mackinnon Reserve	-	-	-	-	49,557	-	(49,557)	-	-
		1,155,400		1,155,400	-	-	-	1,155,400	
TOTAL CAPITAL WORKS: PORTFOLIOS-RECREATION AND OPENSACE	3,852,000	5,363,880	655,000	9,870,880	1,005,264	1,279,450	274,186	10,176,480	305,600

Capital Works Program Expenditure
for period ending 30 September 2018 (continued)

Description	2018-19 Carry Forwards from 2017-18	2018-19 Adopted Annual Capital Budget	2018-19 Capital Grant Funding	2018-19 Budget Plus 2016-17 Carry Forward	2018-19 YTD Work In Progress	2018-19 YTD Forecast	2018-19 YTD Variance	2018-19 Annual Forecast Projected end of June 2019 expenditure	2018-19 Forecast Adjustments
	(\$)	(\$)	(\$)	(\$)	(\$)	(\$)	(\$)	(\$)	(\$)
<u>CAPITAL WORKS: PORTFOLIOS-SUSTAINABILITY</u>									
Building Improvements	-	1,370,000	-	1,370,000	-	-	-	1,370,000	-
Kitchen/Joinery Renewal	-	270,000	-	270,000	(0)	-	0	270,000	-
Roof Renewal	-	69,000	-	69,000	-	69,000	69,000	69,000	-
Painting Program	455,000	762,000	-	1,217,000	4,485	-	(4,485)	1,217,000	-
Switchboard Renewal	-	92,000	-	92,000	-	-	-	92,000	-
TOTAL CAPITAL WORKS: PORTFOLIOS-SUSTAINABILITY	455,000	2,563,000	-	3,018,000	4,485	69,000	64,515	3,018,000	-
TOTAL PORTFOLIO PROJECTS	4,981,000	11,473,130	755,000	17,209,130	1,138,702	1,506,450	367,748	17,514,730	305,600
<u>CAPITAL WORKS: MAJOR PROJECTS</u>									
Redevelopment of change and bathroom facilities - Koomang Park Pavilion	358,000	-	-	358,000	1,350	-	(1,350)	458,000	100,000
Pavilion Construction - King George Pavilion	756,500	796,000	275,000	1,827,500	1,235	-	(1,235)	1,827,500	-
Carnegie Sports Precinct - Redevelopment- Koomang Park	-	192,000	-	192,000	-	-	-	192,000	-
Murrumbidgee Pavilion Upgrade	-	616,565	-	616,565	2,900	-	(2,900)	626,565	10,000
Carnegie Sports Precinct - Redevelopment - Pavilions - Lord Reserve	-	192,000	-	192,000	-	-	-	192,000	-
Carnegie Sports Precinct- Redevelopment - Master Plan landscape and sports grounds	-	345,000	-	345,000	-	-	-	345,000	-
Bailey Skate Park Redevelopment	698,000	-	-	698,000	214,278	228,000	13,722	698,000	-
Carnegie Sports Precinct Redevelopment -Swim Centre	-	345,000	-	345,000	20,360	-	(20,360)	345,000	-
Duncan Mackinnon Athletic Track Upgrade	-	-	-	-	130,142	-	(130,142)	-	-
TOTAL MAJOR PROJECTS	1,812,500	2,486,565	275,000	4,574,065	370,265	228,000	(142,265)	4,684,065	110,000
<u>RENEWALS</u>									
<u>CAPITAL WORKS: RENEWALS-BUILDING WORKS</u>									
Minor HVAC Renewal	-	178,000	-	178,000	47,874	-	(47,874)	178,000	-
Building Upgrades	74,000	360,000	-	434,000	47,784	-	(47,784)	434,000	-
Kitchen and Joinery Renewal	-	74,000	-	74,000	18,147	-	(18,147)	74,000	-
Roof Renewal	-	133,500	-	133,500	-	-	-	133,500	-
ILU Renewal	-	162,000	-	162,000	(0)	-	0	162,000	-
Ormond Kinder Upgrade	35,000	90,000	-	125,000	800	-	(800)	125,000	-
Painting Renewal Program	-	135,900	-	135,900	12,210	-	(12,210)	135,900	-
Plant Renewal- GESAC	-	61,000	-	61,000	-	-	-	61,000	-
Improving current system or adding in fans/chiller to the stadium- GESAC	108,000	-	-	108,000	1,170	-	(1,170)	108,000	-
Bathroom Renewal	35,000	211,400	-	246,400	7,682	-	(7,682)	246,400	-
Floor Covering Replacement Renewal	-	112,800	-	112,800	(0)	-	0	112,800	-
Signage Upgrade	-	125,000	-	125,000	488	-	(488)	125,000	-
Roof Safety	-	47,200	-	47,200	-	-	-	47,200	-
Public Toilet Upgrade	285,000	-	-	285,000	-	-	-	285,000	-
TOTAL CAPITAL WORKS: RENEWALS-BUILDING WORKS	537,000	1,690,800	-	2,227,800	136,155	-	(136,155)	2,227,800	-
<u>CAPITAL WORKS: RENEWAL-AGED CARE</u>									
Residential Services Minor Improvements	-	270,000	-	270,000	23,115	-	(23,115)	270,000	-
TOTAL CAPITAL WORKS: RENEWAL-AGED CARE	-	270,000	-	270,000	23,115	-	(23,115)	270,000	-
<u>CAPITAL WORKS: RENEWALS-FAMILY & CHILDREN'S SERVICES</u>									
Family Youth and Children's Centre upgrades	-	22,000	-	22,000	-	-	-	22,000	-
Replacement of FDC Equipment	-	16,000	-	16,000	-	-	-	16,000	-
TOTAL CAPITAL WORKS: RENEWALS-FAMILY & CHILDREN'S SERVICES	-	38,000	-	38,000	-	-	-	38,000	-

Capital Works Program Expenditure
for period ending 30 September 2018 (continued)

Description	2018-19 Carry Forwards from 2017-18	2018-19 Adopted Annual Capital Budget	2018-19 Capital Grant Funding	2018-19 Budget Plus 2016-17 Carry Forward	2018-19 YTD Work In Progress	2018-19 YTD Forecast	2018-19 YTD Variance	2018-19 Annual Forecast Projected end of June 2019 expenditure	2018-19 Forecast Adjustments
	(\$)	(\$)	(\$)	(\$)	(\$)	(\$)	(\$)	(\$)	(\$)
<u>CAPITAL WORKS: RENEWAL-PUBLIC OPEN SPACES AND RECREATIONAL FACILITIES</u>									
Park Perimeter Fence Renewal	-	50,000	-	50,000	-	-	-	50,000	-
Minor Playground Upgrade and Renewal	-	350,000	-	350,000	4,035	-	(4,035)	350,000	-
Leisure Pool Equipment -GESAC& Carnegie Swim Centres	30,000	692,688	-	722,688	46,329	116,000	69,671	722,688	-
GESAC Pool Tile Rectification Works	-	450,000	-	450,000	4,225	-	(4,225)	450,000	-
Minor Park Improvements	-	680,000	-	680,000	90,647	245,000	154,353	680,000	-
Sportsground Lighting Renewal	-	230,000	-	230,000	55,290	86,250	30,960	230,000	-
Goal Posts Renewal	-	125,000	-	125,000	-	-	-	125,000	-
TOTAL CAPITAL WORKS: RENEWAL-PUBLIC OPEN SPACES AND RECREATIONAL FACILITIES	30,000	2,577,688	-	2,607,688	200,525	447,250	246,725	2,607,688	-
<u>CAPITAL WORKS: RENEWAL-INFRASTRUCTURE</u>									
Footpath Program	-	2,020,000	-	2,020,000	839,287	504,999	(334,288)	2,020,000	-
Kerb and Channel Renewal Program	-	166,464	-	166,464	38,844	41,616	2,772	166,464	-
Road Reconstruction Program	-	3,549,000	-	3,549,000	275,470	-	(275,470)	3,549,000	-
Drainage Renewal and Upgrade Program	-	3,641,800	-	3,641,800	590,044	633,000	42,956	3,641,800	-
Local Road Resurfacing Program	-	1,500,000	-	1,500,000	12,468	-	(12,468)	1,500,000	-
Right of Way Renewal Program	-	343,332	-	343,332	11,142	-	(11,142)	343,332	-
Local Area Traffic Management renewal	-	500,000	-	500,000	28,243	35,000	6,757	500,000	-
Car Park Renewal Program	-	400,000	-	400,000	-	-	-	400,000	-
Roads to Recovery Program	-	250,592	285,408	536,000	44,037	-	(44,037)	536,000	-
TOTAL CAPITAL WORKS: RENEWAL-INFRASTRUCTURE	-	12,371,188	285,408	12,656,596	1,839,533	1,214,615	(624,918)	12,656,596	-
<u>CAPITAL WORKS: RENEWAL-OTHER</u>									
Furniture & Fittings	32,000	50,000	-	82,000	5,412	-	(5,412)	82,000	-
Information Technology	99,438	831,000	-	930,438	277,807	133,000	(144,807)	930,438	-
Fleet and Plant	80,000	2,141,605	-	2,221,605	90,367	123,059	32,692	2,221,605	-
Library and Learning Centres Books	-	823,904	65,426	889,330	300,649	328,433	27,784	889,330	-
TOTAL CAPITAL WORKS: RENEWAL-OTHER	211,438	3,846,509	65,426	4,123,373	674,235	584,492	(89,743)	4,123,373	-
TOTAL RENEWAL PROJECTS	778,438	20,794,185	350,834	21,923,457	2,873,563	2,246,357	(627,206)	21,923,457	-
TOTAL CAPITAL WORKS EXPENDITURE	8,663,013	37,623,880	1,380,834	47,667,727	4,511,883	4,082,807	(429,076)	48,083,327	415,600

Financial Strategy

Each year, the Auditor-General of Victoria performs an audit of the Local Government sector and produces a report to Parliament of the results of those audits. As part of this process, the Auditor-General assesses the financial sustainability of Councils. In 2016-17 the Auditor-General assessed the financial sustainability risk at an individual Council level. The following pages explain and present the Auditor-General's financial sustainability risks and criteria and page 21 provides indicators for Glen Eira City Council.

(a) Financial sustainability risk indicators

Indicator	Formula	Description
Net result (%)	Net result / Total revenue	<p>A positive result indicates a surplus, and the larger the percentage, the stronger the result. A negative result indicates a deficit. Operating deficits cannot be sustained in the long term.</p> <p>The net result and total revenue are obtained from the comprehensive operating statement.</p>
Adjusted underlying result	Adjusted underlying surplus (or deficit) / Adjusted underlying revenue	Indicator of the broad objective that an adjusted underlying surplus should be generated in the ordinary course of business. A surplus or increasing surplus suggests an improvement in the operating position.
Liquidity (ratio)	Current assets / Current liabilities	<p>This measures the ability to pay existing liabilities in the next 12 months.</p> <p>A ratio of one or more means there are more cash and liquid assets than short-term liabilities.</p>
Internal financing (%)	Net operating cash flow / Net capital expenditure	<p>This measures the ability of an entity to finance capital works from generated cash flow.</p> <p>The higher the percentage, the greater the ability for the entity to finance capital works from their own funds.</p> <p>Net operating cash flow and net capital expenditure are obtained from the cash flow statement.</p>
Indebtedness (%)	Non-current liabilities / own-sourced revenue	<p>Comparison of non-current liabilities (mainly comprising borrowings) to own-sourced revenue. The higher the percentage, the less the entity is able to cover non-current liabilities from the revenues the entity generates itself.</p> <p>Own-sourced revenue is used, rather than total revenue, because it does not include grants or contributions.</p>
Capital replacement (ratio)	Cash outflows for property, plant and equipment / Depreciation	Comparison of the rate of spending on infrastructure with its depreciation. Ratios higher than 1:1 indicate that spending is faster than the depreciation rate. This is a long-term indicator, as capital expenditure can be deferred in the short term if there are insufficient funds available from operations, and borrowing is not an option. Cash outflows for infrastructure are taken from the cash flow statement. Depreciation is taken from the comprehensive operating statement.
Renewal gap (ratio)	Renewal and upgrade expenditure / depreciation	<p>Comparison of the rate of spending on existing assets through renewing, restoring, and replacing existing assets with depreciation. Ratios higher than 1:1 indicate that spending on existing assets is faster than the depreciation rate.</p> <p>Similar to the investment gap, this is a long-term indicator, as capital expenditure can be deferred in the short term if there are insufficient funds available from operations, and borrowing is not an option. Renewal and upgrade expenditure are taken from the statement of capital works. Depreciation is taken from the comprehensive operating statement.</p>

Financial Strategy (continued)**(b) Financial sustainability risk assessment criteria**

The financial sustainability risk of each local council is assessed using the criteria outlined below:

Risk	Net result	Adjusted underlying result	Liquidity	Internal financing	Indebtedness	Capital replacement	Renewal gap
High	Less than negative 10%	Less than 0%	Less than 0.75	Less than 75%	More than 60%	Less than 1.0	Less than 0.5
	Insufficient revenue is being generated to fund operations and asset renewal.	Insufficient surplus being generated to fund operations	Immediate sustainability issues with insufficient current assets to cover liabilities.	Limited cash generated from operations to fund new assets and asset renewal.	Potentially long-term concern over ability to repay debt levels from own-source revenue.	Spending on capital works has not kept pace with consumption of assets.	Spending on existing assets has not kept pace with consumption of these assets.
Medium	Negative 10%–0%	0%–5%	0.75–1.0	75–100%	40–60%	1.0–1.5	0.5–1.0
	A risk of long-term run down to cash reserves and inability to fund asset renewals.	Surplus being generated to fund operations	Need for caution with cash flow, as issues could arise with meeting obligations as they fall due.	May not be generating sufficient cash from operations to fund new assets.	Some concern over the ability to repay debt from own-source revenue.	May indicate spending on asset renewal is insufficient.	May indicate insufficient spending on renewal of existing assets.
Low	More than 0%	More than 5%	More than 1.0	More than 100%	40% or less	More than 1.5	More than 1.0
	Generating surpluses consistently.	Generating strong surpluses to fund operations	No immediate issues with repaying short-term liabilities as they fall due.	Generating enough cash from operations to fund new assets.	No concern over the ability to repay debt from own-source revenue.	Low risk of insufficient spending on asset renewal.	Low risk of insufficient spending on asset base.

Source: VAGO.

Financial Strategy (continued)**Monthly Report Relative to Financial Strategy**

Financial Sustainability Risk Indicators		Objective	2016-2017 Actuals based on VAGO Parliamentary Report	2018-2019 Annual Budget as at 30 June 2019	2018-2019 Annual Forecast as at 30 June 2019	2018-2019 Risk based on Annual Forecast as at 30 June 2019	Comment
(1) Net Result		Generating surpluses consistently of greater than 0%.	16.76%	10.23%	11.29%	Low	Council is generating positive surpluses.
(2) Underlying Result (%)		Generating surpluses consistently of greater than 0%.	16.00%	9.52%	11.26%	Low	Council is generating positive surpluses.
(3) Liquidity		To measure Council's ability to repay short-term liabilities as they fall due. The indicator is to be greater than 1.0.	1.42	1.23	1.32	Low	Council's forecast to 30 June 2019 indicates a Liquidity Ratio of greater than 1.0.
(4) Indebtedness		Lower than 40% relates to the ability to repay debt from own-source revenue.	13.51%	10.06%	10.27%	Low	Council is operating at a ratio of lower than 40%, therefore has the ability to repay debt from own-source revenue.
(5) Internal Financing		Generating enough cash from operations to fund new assets. The indicator is to be greater than 100%.	157.42%	112.45%	93.72%	Low	Council is generating enough cash from operations to fund new assets.
(6) Capital Replacement		To ascertain the level of risk of insufficient spending on asset renewal. The indicator is to be more than 1.5.	1.58	1.87	2.10	Low	Council operates at a low level of risk with respect to capital replacement.
(7) Renewal Gap		To ensure there is sufficient spending on Council's asset base. The indicator is to be greater than 1.0.	1.24	1.48	1.48	Low	Council spends sufficient funds on its asset base.
Council aims to keep average rates and charges significantly below benchmark Councils and provide a pensioner rate rebate over the State Government's universal rebate.		Council aims to keep average rates and charges significantly below benchmark Councils and the pensioner rate rebate above the State Government's universal rebate.	\$1,557	\$1,640	\$1,639	In terms of Rates per assessment, Glen Eira is again the second lowest of the 21 Inner Melbourne Councils (2015/16; also second lowest) and is \$283 per assessment (\$18.3M) below the average outcome.	
<ul style="list-style-type: none"> Average Rates and Charges Pensioner Rate Rebate 			\$270	\$270	\$270		
Operating costs per property should be kept as low as possible in order to generate both operating surpluses and lower Rates.		Council should aim to keep average operating costs below the average benchmark Councils.	\$1,999	\$2,456	\$2,438	In terms of operational expenditure (excluding depreciation), Glen Eira ranks as spending \$161 less per assessment (\$10.4M) than the average for the Inner Melbourne Councils grouping.	

Assurance Map

The assurance map considers the key risks to Council in achieving its objectives and performance expectations, and the assurance activities which have been conducted over the operation of controls that apply to those risks. The Assurance Map is indicative of the type of activity in place to provide Council Management with comfort that the control environment is operating as intended. A formal review of strategic risks is undertaken annually by Executive. The risks have been identified, assessed and ranked in order of risk exposure to Council. The assurance map will be updated after every formal review and when assurance activities are proposed or undertaken.

Council's Strategic Risks	Risk Rating	Type of Assurance						Previous and proposed IA activity 2016/17-2017/18, and/or other independent reviews/checks
		Management	External Parties				Internal Audit	
		Management Review /self-assessment	Insurance Coverage	LG Investigations / Compliance Inspectorate	VAGO Performance Audits*	Independent Consultants / External party review	Internal Audit	
1. State Government decisions impacting our community	E							Food Safety (2011/12) Statutory Planning (2013/14) Infringement Management Audit (2018/19)
2. Terrorist Attack – Lone Wolf	H							Security Protocol Review (2014) Building Emergency Management Planning (2017/18) Implementation of Federal Government's Strategy for Protecting Crowded Places from Terrorism 2017 – use of the Crowded Places Security Audit, Self-Assessment Tool and guidelines
3. Vulnerability to cyber attack	H							Cyber Security Review including mobile devices website management and penetration testing (2016/17) IT General Controls Audit (2018/19)
4. Contracts – contracting process by Council	H							Tendering (2013/14) Contract Management (2013/14) Financial Compliance transaction analysis (annual) Contract Management Review (2016/17) Major Project Management (2017/18) Immunisation Audit (2018/19)
5. Vulnerability to litigious action	H							Risk Management Framework (2015/16) Fraud & Corruption Control (2016/17) Claims Management Review (2016/17) Statutory Planning Legislative Compliance Audit (2018/19)
6. Failure to keep pace with emerging technologies and digital environment	H							IT Strategy (management) (2013/14) Regular penetration testing on the internal and external network infrastructure and external websites IT Sensitive Information (2011/12) IT Security (2012/13, 2014/15) IT General Controls (2015/16) Performance Audit – GECC Transformation Project (2017/18)
7. Vulnerability to significant fraud	H							Fraud Review (2013/14) Financial Controls (2014/15) Risk Management Framework (2015/16) Fraud & Corruption Control (2016/17) Financial Compliance transaction analysis (annual – 2018/19) Payroll (2017/18) Open Space Contributions (2017/18) Community Grant Management Audit (2018/19)
8. Not sufficiently agile to respond to change	H							Change Management Framework Promapp Performance Audit – GECC Transformation Project (2017/18)
9. Failure to effectively plan for the changing demographic of our workforce	M							SafetyMAP recertification (2013/14) OH&S Review (2015/16) Performance Audit – GECC Transformation Project (2017/18)
10. Transformation program fails to deliver anticipated benefits for the organisation and community	M							Performance Audit – GECC Transformation Project (2017/18) Performance Audit (2018/19)

* Reviews performed are ad-hoc and Council may or may not be included in selected sampling
Level of coverage provided where not all aspects of the risk may have been addressed by assurance activity.

Level of coverage: Extensive Partial None

Please note that the External Audit process is designed to enable the AG to express an opinion on the annual financial report. The external audit is not a comprehensive audit of all systems and processes and is not designed to uncover all deficiencies, breaches and irregularities in those systems & processes.

9.9 PLEDGES BY POLITICAL PARTIES

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Trim No: 18/1280664

Attachments: 1. *Pledges by Political Parties*

PURPOSE AND SUMMARY

This report responds to a Call for Report by Cr Jim Magee at the Council meeting of 16 October 2018 and outlines the pledges made to the Glen Eira community by political parties ahead of the Victorian State Election.

RECOMMENDATION

That Council notes this report.

BACKGROUND

The Victorian State election will be held on Saturday 24 November 2018. The campaigning process provides an opportunity for the community of Glen Eira to secure commitments or pledges from candidates to local priorities, and local investment, from a future State Government.

Councillors met with local State MPs and election candidates on Wednesday 24 October 2018 to outline Glen Eira's advocacy priorities. The priorities identified opportunities for a future State Government to work in partnership with Council in addressing matters relating to urban planning policy, investment in community infrastructure, community safety, integrated and active transport and to increase the quantity and quality of open space.

Council is tracking the pledges made by political parties to the Glen Eira community for the Victorian electorates of Bentleigh, Caulfield and Oakleigh. This includes pledges made in direct response to Council's own advocacy, as well as other pledges made for the three electorates more generally.

ISSUES AND DISCUSSION

Attachment 1 Pledges by political parties provides a progress update of the pledges made to the Glen Eira community for the forthcoming State election.

Pledges include upgrades to local sporting facilities, enhancement of open space, road and traffic improvements, upgrades to local schools and support for local community organisations.

FINANCIAL, RESOURCE, RISK AND ASSET MANAGEMENT IMPLICATIONS

A number of the pledges, if realised, will have funding implications for Council. These will be built into Council's Strategic Resource Plan and future budgets once the outcome of the election is known.

POLICY AND LEGISLATIVE IMPLICATIONS

Not applicable

COMMUNICATION AND ENGAGEMENT

Council will continue to engage with the community and stakeholders on local needs and issues which will be supported by the Community Engagement Strategy and Council community engagement activities.

LINK TO COUNCIL AND COMMUNITY PLAN

Theme Five: Informed and Engaged

A well governed Council that is committed to transparency and engages residents in decision-making.

OFFICER DECLARATION OF CONFLICT OF INTEREST

No officers involved in the preparation of this report have any direct or indirect interest in this matter.

CONCLUSION

Council will continue to advocate for the aspirations of the City to both State and Federal Governments in accordance with the *Glen Eira Council and Community Plan 2017–2021*.

Appendix 1 Pledges by Political Parties

Commitments Victorian Labor Party

South Road	\$30M investment to upgrade of South Road including an additional right turn lane from South Road onto the Nepean Highway, upgrade to East Boundary Road intersection, new traffic lights and a pedestrian crossing at the Bignell Road intersection and a new bike path along the Nepean Highway from Patterson Road to Katoomba Street.
Second Campus - McKinnon Secondary College	\$70M investment for a second McKinnon College campus at the East Village development in Bentleigh East.
St Peters Primary School	\$1M investment to upgrade St Peters Primary school in East Bentleigh.
New Ambulance Station East Bentleigh	A new Bentleigh East Ambulance Station with modern and safe facilities.
Lighting Coatesville Tennis Club	\$60,000 for new lighting at Coatesville Tennis Club to increase competition and participation.
Removal of last two level crossings in Glen Eira	Removal of Glen Huntly Road and Neerim Road level crossings in Glen Huntly.
Jewish Arts and Culture Precinct	\$1M investment for a new Jewish Arts and Culture Precinct in Elsternwick.
Murrumbeena Village Green	Continue to work with Council on the proposed village green proposal for Murrumbeena.
Woorayl Reserve	Woorayl Street Reserve in will be offered to Glen Eira Council as permanent open space.
Pavilion upgrades	\$1M for Lord Reserve pavilion redevelopment and \$1m or Koornang Park pavilion redevelopment.
Additional parking in Murrumbeena	40 additional car parks for Carnegie shopping precinct.
Suburban Rail Loop	Work on the first section in Melbourne's south east would begin by the end of 2022, with a new station in the Monash Clayton precinct providing a direct interchange with the light rail corridor from Caulfield to Rowville.

Commitments Victorian Liberal Party

Caulfield Racecourse	Caulfield Racecourse reserve to be returned to full public use and \$4.25 million investment for new sports grounds and club facilities.
South Road and Nepean Highway Intersection.	Removal of traffic lights at the intersection of South Road and Nepean Hwy, Moorabbin through grade-separation.
New hydrotherapy pool at Bentleigh Connect Health and Community Centre	\$2M investment for a modern hydrotherapy pool for Bentleigh Connect Health and Community located in Gardeners Rd, Bentleigh East
Centenary Park Tennis Club	\$20,000 contribution towards fence repairs at Centenary Park Tennis Club
Bentleigh after dark safety plan	\$300,000 investment to improve lighting infrastructure across the Bentleigh electorate including public parks and supermarket carparks. Improve lighting in Tucker Road, Patterson Road, Brewer Road and Railway Crescent.
New bus shelters in Bentleigh	\$250,000 investment for the installation of twelve bus shelters at key locations along Bentleigh's bus corridors
New school hall at Moorabbin Primary School	\$3.1M investment to build a new modern school hall at Moorabbin Primary School.
Tucker Road Primary School Upgrade	\$8M investment for Tucker Road Primary School to build new prep classrooms, upgrade the school gym and refurbish existing teaching and administration buildings.
New mobile Police station in Bentleigh	New mobile police station in Bentleigh to enable uniformed officers to be stationed in shopping strips and parks where they can respond quickly to violence, thefts and anti-social behaviour
Crime reduction and Graffiti removal in Bentleigh	\$340,000 investment in CCTV for Bentleigh to reduce crime and \$20,000 for the Bentleigh Traders Association for graffiti removal.
Woorayl Reserve	New planning overlay for Woorayl Street Reserve that protects it as open space.
New park in East Bentleigh	Reserve the land of the former reservoir site in East Bentleigh for community use.

10. URGENT BUSINESS

11. ORDINARY BUSINESS

11.1 Requests for reports from Officers

11.2 Right of reply

11.3 Councillor questions

11.4 Public questions to Council

12. CONSIDERATION OF ITEMS IN CAMERA

That pursuant to Section 89(2) of the Local Government Act 1989, the Council resolves that so much of this meeting be closed to members of the public, as it involves Council consideration of matters coming within some or all of the following categories listed in Section 89(2) of such Act.

- (a) Personnel matters;
- (b) The personal hardship of any resident or ratepayers;
- (c) Industrial matters;
- (d) Contractual matters;
- (e) Proposed developments;
- (f) Legal advice;
- (g) Matters affecting the security of Council property;
- (h) Any other matter which the Council or Special Committee considers would prejudice the Council or any person;
- (i) A resolution to close the meeting to members of the public.

12.1 Deed of Consent Aged Care

Local Government Act 1989 - Section 89(2) (f)

12.2 Tender 2019.21 Harleston Park Play Space and Sports Court

Local Government Act 1989 - Section 89(2) (d)

12.3 Tender 2019.15 Website Development – Build and Support

Local Government Act 1989 - Section 89(2) (d) and (h)

13. CLOSURE OF MEETING