



GLEN EIRA CITY COUNCIL

ORDINARY COUNCIL MEETING

MINUTES

7 JUNE 2016

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That the meeting be now closed to members of the public under Section 89(2) of the Local Government Act 1989 in order to consider:

- 12.1 under s89 (2)(d) “contractual” which relates which relates to the awarding of the contract for Tender number 2016.033 Comprehensive Tree Pruning Services across the Municipality.

Number of tenders received	Three (3)
Number of evaluation criteria tenders assessed against	Three (3)
Estimated contract value	In excess of \$8,600,000

- 12.2 under s89 (2)(d) “contractual” which relates which relates to the setting of rates for Yarra Yarra Golf Club.

- 12.3 under s89 (2)(d) “contractual which relates to the awarding of the contract for Tender number 2016.040 – Bundled Branch Collection Services.

Number of tenders received	Three (3)
Number of evaluation criteria tenders assessed against	Three (3)
Estimated contract value	\$596,243

13. CLOSURE OF MEETING



**MINUTES of the ORDINARY MEETING OF THE
GLEN EIRA CITY COUNCIL held on TUESDAY, 7 JUNE 2016**

The meeting opened at 7.30 pm in the presence of:

**His Worship the Mayor, Councillor Neil Pilling
Councillor Mary Delahunty
Councillor Margaret Esakoff
Councillor Kelvin Ho
Councillor Jamie Hyams
Councillor Michael Lipshutz
Councillor Oscar Lobo
Councillor Jim Magee
Councillor Thomas Sounness**

1. ACKNOWLEDGEMENT

On behalf of Council the Mayor read the following acknowledgement.

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

2. APOLOGIES - Nil

3. OATH OF OFFICE AND DISCLOSURES OF INTERESTS

The Chairperson reminded Councillors that we remain bound by their 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 them under the Local Government Act or any other Act, to the best of their skill and judgement.

The Chairperson also reminded Councillors 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.

No Councillor disclosed any interest in any of the agenda items.

4. CONFIRMATION OF MINUTES OF PREVIOUS COUNCIL MEETINGS

Copies of Minutes previously circulated.

Crs Lipshutz/Magee

That the minutes of the Ordinary Council Meeting held on Tuesday, 17 May 2016 be confirmed.

The MOTION was put and CARRIED unanimously.

5. RECEPTION AND READING OF PETITIONS AND JOINT LETTERS

- (a) A petition with 38 signatories and reading as follows was submitted to the Council Meeting:

“This petition of certain residents of the City of Glen Eira draws to the attention of the Council that Newstead Street, Caulfield, is a narrow local street that is designated a “No Through Road”. There is a serious danger to residents (particularly young children) and their property from vehicles such as Semi-Trailers, Lorries and other heavy vehicles inappropriately using the street as an access to Caulfield General Medical Centre. These vehicles often travel at too high a speed and on the wrong side of the road. They are causing damage to the road and overhead power and communication infrastructure. These commercial and heavy vehicles should only access Caulfield General Medical Centre using the purpose designed multiple entrances on Kooyong Road. Your petitioners therefore pray that Newstead Street have a load limit of 3 tonne Gross Vehicle Mass applied and enforced to stop dangerous commercial vehicular traffic.”

Crs Delahunty/Sounness

That the petition be received and noted.

The MOTION was put and CARRIED unanimously.

6. DOCUMENTS FOR SEALING – Nil

7. REPORTS BY DELEGATES APPOINTED BY COUNCIL TO VARIOUS ORGANISATIONS

- i. Metropolitan Transport Forum, 4 May 2016
- (a) Cr Sounness reported on the Metropolitan Transport Forum meeting held on 4 May 2016.
- (b) Cr Esakoff reported on her attendance at a meeting of the Municipal Association of Victoria (MAV) on 13 May 2016.



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Minutes – General Meeting

Wednesday, 4th May 2016

6.00 pm refreshments, meeting starts at 6.15 pm
Meeting Room, 2nd Floor, Melbourne Town Hall

Councillors

Chair: Cr Tom Melican

1. Welcome / Attendance / Apologies

Present:

Cr Tom Melican	City of Banyule
Bailey Byrnes	City of Banyule
John Tanner	City of Brimbank
Cr Amanda Stapledon	City of Casey
Paul Hamilton	City of Casey
Nicola Belcher	City of Glen Eira
Patricia Fitzsimmons	City of Hobsons Bay
Frank Vassilacos	City of Manningham
Cr Martin Zakharov	City of Maribyrnong
Mary Dallas	City of Maribyrnong
Boden Hurst	City of Maribyrnong
Richard Smithers	City of Melbourne
Sarah Lowcock	City of Melbourne
Jon Liston	City of Moonee Valley
Cr Lenka Thompson	City of Moreland
Simon Stainsby	City of Moreland
Cr Ken King	Shire of Nillumbik
Cr Jane Touzeau	City of Port Phillip
Tom Courtice	City of Port Phillip
Cr John McMorro	City of Stonnington
Tom Haysom	City of Stonnington
Cr Andrew Munroe	City of Whitehorse
Cr Jackie Fristacky	City of Yarra
Jane Waldock	City of Yarra
Harry Barber	ICLEI
David Stosser	Rail Futures Inc
Craig Rowley	Leadwest
Clive Mottram	VicRoads
Rachel Carlisle	VicRoads
Fahim Zafar	Town and Country Planning Association

Eleisha Mullane	PTUA
Ian Hundley	PTUA
Syd Herron	Transport for Melbourne
Mac Henshall	Dept of Economic Development
Vincent Ryan	Kreative Konnections
Rebecca King	Metropolitan Transport Forum

Apologies

Steven White, City of Bayside
Dina Lynch, MTF Finance Officer
Cr Thomas Sounness, City of Glen Eira
James Paterson, City of Monash
Cr Paul McLeish, City of Manningham

Cr Andrea Surace, City of Moonee Valley
Cr David Eden, City of Kingston
Cr Glenn Goodfellow, City of Wyndham
Cr Carl Marsich, City of Hobson Bay

2. Minutes of previous meeting, Wednesday 6th April, 2016

MOTION: that the minutes of the previous meeting Wednesday 6th April 2016 be accepted

Proposed: Cr Andrew Munroe

Seconded: Cr John McMorrow

Carried

3. Presentation: Western Distributor Concept Design Update, Andrew Williams, Project Director, Western Distributor Project, Dept Economic Development, Jobs, Transport and Resources and Gary West, General Manager Victoria, Transurban

Cr Tom Melican introduced Andrew Williams, Dept Economic Development, to update MTF members on the concept design for the Western Distributor and the proposed process of consultation.

Mr Williams updated the meeting on the process to date which originated with a market led proposal from Transurban which was submitted in early 2015 for the state to assess. This led to the state entering into exclusive negotiations with Transurban and preparation of a business case which was submitted to Infrastructure Victoria and the Commonwealth Government.

In mid-April the Premier announced a design update to be put to the community. The State requested funding from the Commonwealth but has confirmed the project will go ahead with or without this. The State has committed funding of \$1.46b to the project.

A Western Distributor Authority will be set up and the tendering process will formally begin soon.

The need for the project is ascribed to:

- Fast growing populations
- Unreliable travel times
- Increasing freight on roads

Benefits are listed as:

- >20 minute reduction in peak hour travel times from the West
- Reduce time for freight to port by up to half
- Remove 6000 trucks from West Gate bridge and local streets
- Create 5600 jobs at peak of construction
- Add \$11b boost to the economy

The benefit cost ratio is calculated at 1.3.

The Project incorporates three elements: the Western Distributor (WD), upgrades to Webb Dock and the Monash Freeway upgrade on which construction will start later this year from Warrigal Rd to Koo Wee Rup Rd.

Process:

The presentation focused on the WD. In September 2015 a process of community consultation identified the need for a Hyde St connection to provide an alternative route for dangerous goods and other trucks that cannot use the tunnels.

In December 2015 the State business case was released. April 2016 marked the next phase of community consultation which will continue through to mid-late 2016 and potentially lead to refinement of design alternatives. Transurban will seek expressions of interest from the construction industry at this time.

Phase 4 will commence in early-mid 2017 with exhibition of tenderer designs and a formal public consultation process .

Concept Design:

The West Gate Freeway will be widened from 8 to 12 lanes, largely within the existing road reserve. This will channelize movements to and from the WestGate Bridge and WD. It will also strengthen the bridge for heavy vehicles.

There will be physical separation of lanes allowing inside lanes to run express. A full Freeway Management System and rapid response unit will clear delays and help improve traffic flow.

Two options for connecting the WD tunnel are being considered with the short tunnel option placing the tunnel's southern portal in Hyde St Reserve with flyovers linking the West Gate Freeway and the tunnel. The long tunnel integrates with the existing West Gate Freeway reserve.

The concepts are being taken to the construction market to help refine solutions.

The city access is more challenging with access and bypass connections:

- WD to Citylink
- WD to Dynon Rd
- WD to Footscray Rd
- City bypass Wurundjeri extension

Active transport benefits include completion of the missing link for the Fed Trail, upgrading of paths and interchanges along Footscray Rd, replacement and upgrade of pedestrian bridges over the Westgate Freeway and opportunities for improvement of the Capital City and Koroit Trails.

The need to maintain connectivity is recognised with the build happening while the city keeps moving. All lanes on the Westgate will be maintained and there will be improved instant response to incidents during construction. The WD Authority will work with public transport authorities to identify other solutions.

The Environmental Effects Statement process will continue through until mid-late 2017 and include 17 specialist studies and investigations including the impact on human health.

Engagement activities include:

- Ongoing consultation with council officers
- A technical reference group
- Online engagement
- Formation of community liaison group
- Briefings with community groups

Greater detail on the business case and concept designs can be found online at <http://economicdevelopment.vic.gov.au/transport/major-projects/western-distributor/western-distributor-publications>

Questions covered the following points:

- The modelling and calculation of reduction in travel time has been based on 2031 traffic modelling. It is acknowledged that the WD is a medium term solution only providing 15 years before it is at capacity. There will be the need for another major project further down the track.
- The halving of travel time to the Port of Melbourne is calculated from Grieve Parade.
- No freight rail improvements are being considered.
- The long tunnel is approximately 3km and the short approximately 1.8km.
- During construction, capacity will be maintained at peak time and impact on Port of Melbourne will be minimised.
- A full traffic assessment will be available on the website. Traffic will be reduced on Spencer St and Kings Way with about a 7000 vehicle reduction.
- Environmental impact information will be provided for any ideas which come about as a result of consultation and are considered to have merit.
- Cr Amanda Stapledon commented that those that will use the WD in the west should be contributing to the funding rather than the 10 year extension of Citylink tolls. Mr Williams replied that there would be improvement in reliability along the Monash and therefore the south east would see benefits too.
- Tolls will be charged both directions. Only use of new infrastructure will incur tolls eg Footscray existing infrastructure will remain free but flyovers will be tolled.
- Cr Jackie Fristacky queried what implications the go-ahead of the project had for any prospect of the port being moved. The response was that the port will be there for a long time.
- Impact on traffic movements into the CBD was queried. The response was that traffic would be redistributed but not a lot of traffic into the city would be generated. Mr Williams agreed to come back to MTF with numbers.
- Better incident response and electronic systems of road management are expected to make the M1 more reliable. Around half of incidents are minor mechanical / running out of fuel. It is expected that these will be dealt with more rapidly.
- Patricia Fitzsimmons asked whether the modelling takes into account the freight task and consequences to local roads to give a complete picture. It was acknowledged that the freight task is growing rapidly. This project doesn't preclude looking at other options to address this.
- Due to the proposed physical separation of the WD, destination signage is very important and users will need to make their decisions early.
- A question was asked as to whether an option with no city connections had been modelled, i.e. freeway to freeway. Mr Williams was unaware of this but agreed to check.

4. State Budget Feedback

Cr Tom Melican reported back on the implications of the State budget on the transport sector. Overall he viewed the budget as quite positive including:

- \$2.9b for the Melbourne Metro project. The Federal Government may contribute over and above the asset recycling program. There is a push for redevelopment of South Yarra station to be included in this project.
- Other funding included for the Mernda rail line extension, Rosanna to Heidelberg rail line duplication, duplication of the Ballarat line from Deer Park to Melton, 28 new high capacity trains, 27 new V/Line trains, 170 new V/Line services
- There is some money for cycling (\$9.3m) supporting the Bike Share initiative and the Westgate Punt.
- Some new bus services with \$2.6m per year allocated for 4 years. For existing services \$4.3m will be invested this year with \$9m the year after.
- Some outer road funding including extending the Geelong ring road further; some funding for the Great Ocean Rd and more money for rural roads.
- An Active Transport department to be established.

In summary it appeared that there were some very good initiatives and it is intended that the MTF will write to the Minister supporting these but expressing disappointment at the funding allocated to bus services.

Vincent Ryan (Kreative Konnections) requested that the letter highlight that Western Ring Rd North East Link be low on priorities.

It was noted that the \$220m Federal funding for Murray Basin Freight Rail announced in April 2016 reflected the good work of the rail freight alliance.

Cr Tom Melican noted that Jacinta Allan MP will be discussing the budget on 28th June, 12:30 – 1:30pm at MAV offices. All are encouraged to attend and contribute questions.

5. Connecting Places – PTUA

Eleisha Mullane from the PTUA presented on its current advocacy campaign, being improvement of the bus network. The PTUA is focusing on the bus network as it can bring about improvement faster than many other projects. Other than a car, it is also the only mode of transport available to many.

Currently buses are experiencing an average of 1 passenger per km travelled. If frequency can be lifted, the service made more reliable, and directness of routes improved, significant passenger uplift could be achieved. PTUA is advocating that it is time to go electric – the technology is proven and running and maintenance costs are reducing all the time.

Approximately 50% of travel is in a 10-15 km radius of the CBD and this is where business should be critical. The PTUA has nominated 7 areas for the next stage of the successful SmartBus program. It is keen for feedback from councils on the routes it has put forward. These are:

North and NorthWest:

- Broadmeadows to Airport – significant employment hub and tourism benefit
- Blue Orbital – extension of Clifton Hill to Williamstown route – key inner loop town connection
- Extension of 401 from Melbourne Uni to North Richmond – missing link for people travelling from east to Melbourne Uni

North East

- LaTrobe to CBD – alternative to widening Chandler Highway
- LaTrobe to Glenferrie – new service

East and new station

- 703 – seeking frequency lift and on-road priority
- South Morang and other new stations

The PTUA is working with a number of community groups with Dandenong and Yarra Valley active and Ballarat having identified issues with their service connections. The PTUA is keen for feedback on the routes identified, what has been missed and how they can work with councils. It has presented to Jacinta Allan MP's office but met with the response that there is a need to show the community wants this.

The PTUA plans to launch its Better Buses campaign late June / early July and is seeking MTF support. Cr Tom Melican recommended that the presentation be circulated with the minutes and councils then work individually with the PTUA. City of Moreland has already circulated a letter to all councils involved in the suggested Blue Orbital extension plan requesting support. Mary Dallas from City of Maribyrnong confirmed it would be supporting this.

Patricia Fitzsimmons discussed the large gap in services in the west and the need for it to be included in arguing for resources.

Frank Vassilacos recommended the PTUA enter into discussions with the bus companies in particular TransDev who has proved very supportive of changes and prepared to work with councils. The PTUA has a meeting next week with Transdev and has already met with Ventura.

Cr Jackie Fristacky suggested the MTF should work on getting more funding so these initiatives can happen.

6. MTF Strategic Public Transport Advocacy

Paul Hamilton reported that the Level Crossing Removal report has been finalised and is now undergoing some final formatting work. The 30 page shorter report will be made available on the website this week and MTF members will be notified when the longer report is available.

The MTF executive group proposed that a 6-8 page advocacy statement / summary document be prepared by a third party. Cost of this proposal would be \$1500 - \$2000 and it would be available within 2 weeks.

MOTION: That an advocacy statement be prepared as outlined

Proposer: Cr Martin Zakharov

Seconded: Cr Jackie Fristacky

Carried

7. Council Information Sharing

Two Moreland bus routes are conducting 12 month trials with bike racks attached to the front of buses. Cost is \$2500 to fit.

Cr Martin Zakharov reported that VicRoads has agreed to pedestrian access right of way at Yarra Village.

8. Treasurer's report

As at 28 April 2016

Balances at Bank

Cheque account	\$11,337.79
2 month term deposit	\$77,888.02
Total	\$89,225.81

Subscriptions

Members	23 of 24 paid
Associates	5 of 12 paid

Outstanding Invoices –

Nil

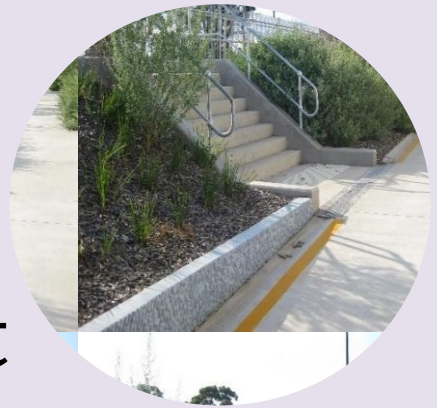
MOTION: that the Treasurer's report be accepted

Proposer: Cr Jackie Fristacky

Seconded: Cr Martin Zakharov

Carried

9. Meeting close



Local Government Guide to Level Crossing Removals



This Metropolitan Transport Forum (MTF) Guide outlines how local Councils in Melbourne can meet the challenges and realise the opportunities from the Victorian Government's level crossing removal program.

June 2016

The Metropolitan Transport Forum (MTF) is an advocacy group comprising members from Melbourne metropolitan local government, associate members representing transport companies, and participants from the State Government and environment groups.

The MTF endeavours to promote effective, efficient and equitable transport in metropolitan Melbourne and improved transport choices by

- *providing a forum for debate among members of the transport sector*
- *encouraging information sharing among member local governments*
- *representing local government viewpoint to decision makers*
- *fostering and sponsoring research on occasion*
- *seeking to influence transport policy and project implementation in the broader metropolitan interest*
- *working with local government counterparts*
- *enabling networking and collaboration between local and state government*
- *disseminating information on transport topics.*

Find out more about the MTF on our website <http://www.mtf.org.au/>

1. Introduction

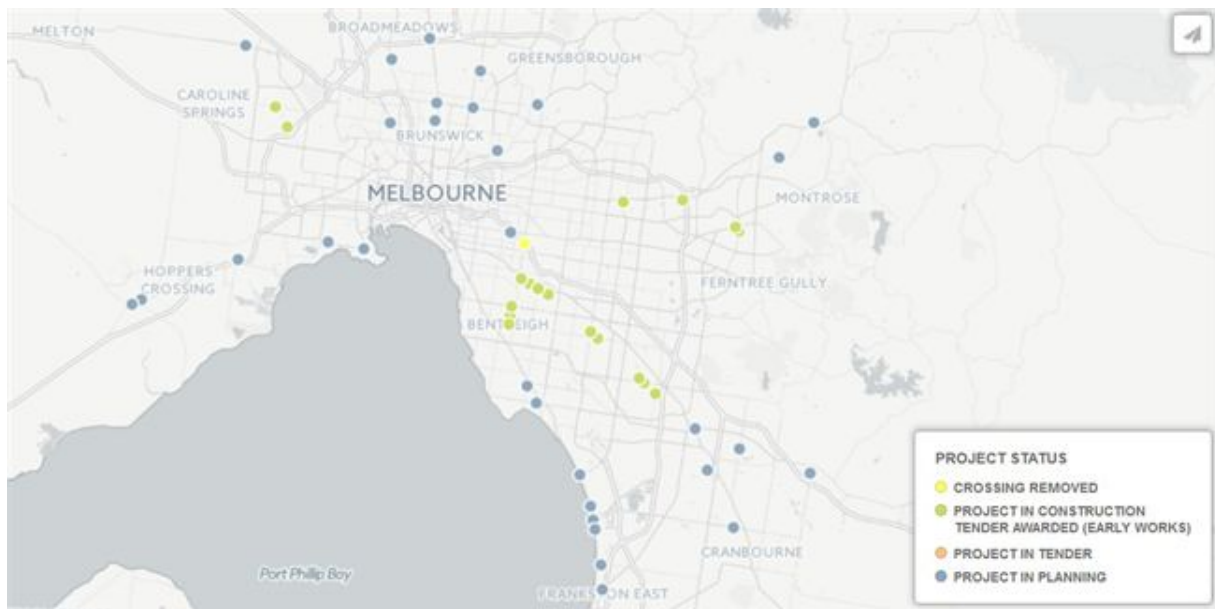
The Victorian Government is undertaking a major program of rail investment, including the removal of fifty level crossings in Melbourne. These are major projects and offer local Councils a significant opportunity to improve a locale and derive broad community benefits.

The level crossing program is moving at pace and Councils need to be prepared and act quickly. This MTF Guide outlines the following key steps to responding to these city changing projects:

- present an integrated planning and transport strategy
- redefine the project scope to address the Council's strategic objectives around urban design and amenity, land use and development, and transport integration
- engage early with the key stakeholders, particularly the Level Crossing Removal Authority
- foster a collaborative relationship to achieve the best outcomes.

Above all, the Council needs to have a robust management plan, and provide the resources necessary to undertake effective engagement and establish its position.

Figure 1: Level Crossing Removal Authority projects in progress



Source: <http://levelcrossings.vic.gov.au/crossings#maps> 18th May 2016

This Guide has been informed by MTF commissioned research (included in the Resources section at the end of this Guide) and a stakeholder workshop held by MTF on 23 February 2016.

2. An opportunity

Victoria's transport investment program is gathering pace, with major rail projects including new lines and level crossing removals. These projects provide significant opportunities to those local Councils that are ready and prepared to work for the best outcomes for their communities.

The Victorian government has committed to removing fifty of Melbourne's level crossings over the next eight years. These grade separations will increase capacity for more trains, relieve traffic congestion and improve safety.

The State government allocated \$2.4 billion in its 2015-16 budget to remove at least 20 level crossings by 2018. It established the Level Crossing Removal Authority (LXRA) in June 2015 to accelerate the program. Construction has already commenced on several sites, and planning and early consultation is underway for the delivery of the entire program.

Figure 1 shows the current extent of the program.

The level crossing removal program has significant implications for MTF member Councils and the communities they represent.

These major construction projects are city changing for the transport network and for local precincts. They can cause major upheaval during construction and have long-term implications for urban form. They have the potential to either enhance a locale or create urban blight.

Local governments can exercise a significant role in ensuring that level crossing removals are not just successful engineering projects, but also deliver broader community benefits. There are major opportunities for:

- new mixed-use development at activity centres and increased housing density
- redesigned public open space for enhanced amenity
- major improvements to transport accessibility and connectivity.

Councils can maximise benefits to the local community by collaborating with the LXRA and other State agencies, to identify these opportunities and develop proposals that integrate transport and development planning.

Councils also need to understand the delivery process, and engage early in order to define the scope of the proposed works. The options rapidly narrow through the design process. There are risks that the fast pace of the current program, together with confidentiality limitations during tendering and the complexity of agency structures, will impede the achievement of desired urban outcomes.

A number of local Councils already have experience with such projects, for example Brimbank, Whitehorse and Maribyrnong. The key messages for Councils are:

- have an integrated **strategy** in place, which enables you to influence the scope of the project
- get **organised**: plan your engagement, provide contact people and resources
- be **proactive** early to maximise opportunities: contracts are agreed in the early phases, beyond which there is very limited opportunity to influence outcomes
- be firm on outcomes and flexible on solutions.

The timeframes are short, which poses challenges for consultation and engagement. Local Councils need to be agile, clear on what they want to achieve, and highly collaborative with their stakeholders. For those that are, the opportunity is there.

3. Integrated strategy

Local Councils need a robust planning and transport strategy in order to engage with State agencies on level crossing removals. This strategy is the starting point in their negotiations to achieve the best outcomes for the local community.

It is much easier establishing a position on a major project when stakeholders know what is already in place as a result of the existing strategic planning process. It is critical in terms of redefining the scope of the project beyond an engineering scheme into a major local development and urban regeneration opportunity.

Local Councils already produce strategic plans as part of Plan Melbourne, Melbourne 2030 and obligations under the Planning and Environment Act 1987 and Local Government Act 1989. It is essential that grade separation projects align with these.

Through integrated planning, the local Council should be able to identify how major transport projects will improve transport, urban form and amenity, and help create social and economic opportunities. When a new grade separation project is announced, the Council should be prepared.

For example, integrating land-use and transport planning will identify the potential to:

- focus new economic activity clusters on rail stations, developed as transport hubs for interchange with bus, tram and other modes
- increase numbers of people living and working in the rail station precinct by facilitating mixed use, office and housing developments
- capitalize on station footfall through retail opportunities, such as developing adjoining sites as active shop frontages, opening up the rear of properties and lanes for cafes, and support temporary and 'pop up' uses near rail stations.

These may have significant implications for the scope of a level crossing removal project.

In order to support its integrated strategy, the local Council can also produce documents such as:

- detailed urban design plans for precincts with level crossing removals, which integrate transport and planning policy for that locale
- local integrated transport policies and detailed plans
- urban and landscape 'best practice' design guidelines.

These are important to bolster a Council's position in the engagement process with State agencies.

The local Council can also draw upon generic guidance on grade separations. Resources are available from the LXRA website; these and other sources are set out at the end of this Guide.

Overall, for each level crossing removal, the local Council needs to be able to present a clear and compelling picture of what success looks like, in terms of urban design, new development, amenity, landscape, connectivity and transport integration.

4. Define the scope

The LXRA will generally limit a level crossing project to the grade separation works. How the project integrates with the urban fabric relies substantially on other agencies and, in particular, local Councils.

The first objective of a local Council in its engagement with the LXRA, is to establish the project scope. The Council can then understand what is considered out-of-scope, and determine its response options in order to achieve the objectives embodied in its strategic plan.

This is why it is essential to present a robust strategy, with supporting documents such as precinct urban design plans and integrated transport policies. These can support a process of collaboration between State agencies and the local Council, to deliver a successful urban development program with the grade separation project as an enabler.

The project scope can be considered around broad themes:

Urban design and amenity

A key issue for Council planners is how the design for grade separation will affect the urban form and function of the surrounding area. The aim is to develop a design that maximises benefits to the local community, while reducing the negative impacts. Design factors to consider include:

- improved connectivity across or along the railway alignment, such as cycle paths and routes previously severed by rail tracks
- attractive station designs including the potential to create attractive new community spaces
- ‘greening’ to compensate for loss of vegetation and landscape values
- issues around safety, security, privacy, noise and graffiti, which are emerging as significant community concerns.

The furore over the ‘Rail-over’ viaduct option, popularised as ‘Skyrail’, reflects public concerns over intrusive urban form, and loss of amenity. These concerns also apply to ‘Rail-under’ trenching. Local Councils are on the front line in such debates and clearly need to be involved in such a fundamental part of the design.

Development opportunities

Grade separation projects entail large-scale construction works and there are likely to be significant synergies in combining them with a reconfiguration in land-use. Advantages may also accrue if value capture mechanisms are in place, which can offset some of the infrastructure costs.

A Council may therefore propose changing land use zoning, precinct plans, intersection configurations, project boundaries and alignments, especially if it can demonstrate net gains.

There are particular opportunities to intensify development around new transport hubs and along transport corridors. The development potential could include land within or adjacent to the rail reservation, use of decking and air space, and broader development around new activity clusters.

In line with broader objectives around urban form, the Council can:

- proactively seek development opportunities and integrate these into grade separation project planning
- specify mixed-use development, to include new urban spaces (parks, squares, boulevards) and a diversity of housing, building forms and configurations.

Transport integration and accessibility

The Transport Integration Act 2010 is the principal transport statute in Victoria guiding integrated transport and land-use planning, to which State agencies and local Councils must abide.

The Act provides a common set of objectives and decision-making principles, by which all transport and land use agencies should work together towards an integrated and sustainable transport system. The Act applies equally to projects such as grade separations, which must seek to leverage “potential economic and social opportunities”.

Integrated transport planning requires careful attention to the design of interchanges. This has to be built into the scope of the grade separation project as a core objective, as retrofitting is unlikely to be feasible or effective.

Design factors to consider include:

- seamless connection between the station and local neighbourhood, through careful design of access, thoroughfares and road junctions
- ease of interchange between rail, bus, tram and taxi, with improved waiting areas, shelter, seating, lighting and drop-off zones
- improved connectivity to the station, with multiple corridors for pedestrians and cyclists
- bike parking facilities, such as racks, covered shelters and provision for bike share pods
- accessibility at the rail station, with vertical separation requiring ramps, lifts and escalators
- a holistic approach to car-parking, whereby equal consideration is given to loss of amenity, safety and traffic issues, and to other modes such as cycling and bus
- optimised road intersections to improve safety, particularly for cyclists and pedestrians, as well as to improve traffic flows.

Integrating these as part of a holistic design will help meet the objectives of the Transport Integration Act 2010, and create an effective transport hub that is easy to use and serves multiple modes.

Future-proofing

Some Councils have raised concerns that there is little prospect to accommodate known future needs for infrastructure, such as drains, bridge widths or additional rail capacity. Future proofing works or planned infrastructure upgrades are generally deemed by the LXRA to be out-of-scope.

Transport groups, however, have argued that the level crossing program needs to provide for the projected increase in rail demand. This issue has gained traction with local communities, partly due to concerns that the upheaval and blight resulting from major construction works may be repeated a decade later with rail viaduct quadruplication.

Early grade separation work led by VicRoads and the position taken by the Office of the Victorian Government Architect (OVGA) indicate that strategic planning for future development is relevant to the project specification. This may offer a precedent for Councils to broaden the scope of works to help meet strategic objectives.

The issue then becomes, how will they achieve this?

5. Engage early

The pace of the grade separation program requires early proactive engagement from local Councils, in order to establish a position, influence the scope definition and build collaborative relationships.

This early engagement needs to be strategic, to provide a solid foundation for more detailed discussions later around design and implementation. Key issues also need to be settled at an early stage around scope, roles, responsibilities, risks and liabilities.

There may be significant differences between the detail of the local strategic plan, the VicRoads reference designs and LXRA specifications in tender documents. The project scope needs to address these differences and seek alignment as far as possible.

It is important to understand the design process and where points of leverage may lie. An important early task is to clarify the delivery mechanisms, lines of authority, responsibilities and key decision points. Equally, Councils need to respond quickly and comprehensively to proposals, due to current short time frames.

The diagram below (Figure 2) underlines how much of the design is locked down once the project goes to tender, and that during the tendering phase, information may be restricted due to confidentiality.

Figure 2: Project design process

1. Consultation	2. Scope *	3. Tenders *	4. Preferred bid	5. Consultation	6. Construction
Explore issues and options	Clarify options Determine budget and timescale Prepare business case	Prepare EOI documents Manage bid process Evaluation and selection	Approved design Contracts	Design development	
* The shaded area (2 and 3) is bound by Government tendering commercial confidentiality.					

Management and engagement plan

Councils need to develop a management plan as part of their strategy to achieve the best outcomes for their communities. The complexity and pace of these major transport projects necessitate a structured process to coordinate Council communications internally and externally, supported by the necessary research, analysis and design capacity.

It is essential that local Councils provide the necessary resources to provide the in-house capability to engage, respond and collaborate. Experience from earlier grade separation projects indicates that Councils will require 1-3 full time staff to operate effectively within the fast timeframes.

There is a complex web of stakeholders. Mapping these and understanding the division of responsibilities between them is a key task (see Box 1).

It is also important that the Council recognises it has different roles, for example as broker, coordinator and advisor. These roles may not always be apparent and may sometimes conflict.

The management and engagement plan should cover the requirements below:

State government stakeholders:

1. Provide a dedicated contact officer or team, to coordinate the input from departments within the local Council, and a senior-level contact point between the Council and external stakeholders
2. Identify and communicate the roles played by each stakeholder, particularly the various state actors involved in the level crossing program

3. Nurture the key working relationships with officers in the relevant agencies, at executive and operational levels
4. Arrange briefings from agencies to Council officers and the community on a regular basis
5. Brief senior level Council officers and elected Members to advocate on behalf of the Council's position, including to Victorian government Ministers and senior policy-makers.

Community engagement:

6. Establish a role as a trusted advocate for the local community by acting as a clearing house for information from State agencies and other key stakeholders, and provide a single contact point for communication with the community
7. Actively seek feedback from the community on design proposals and on Council policies relating to the level crossing program, and broker solutions to community responses
8. Urge the State government to release supporting documents to clarify the decision logic
9. Be transparent and comprehensive in the engagement following the tendering, when community stakeholders will not be privy to confidential discussions and may not understand or agree with the logic or detail of proposed designs
10. Communicate details of the project implementation to the community as early as possible, to ensure preparedness and identify options to minimise disruption
11. Manage and seek amelioration of impacts during construction, particularly for local businesses.

Governance:

12. Map the Council statutory governance process against timescales of the grade separation project and identify key decision points
13. Document a framework 'Heads of Agreement' between stakeholders, including specific roles and responsibilities, for example licenses to develop within rail reservations post-construction, or the funding for maintenance.

Box 1: Stakeholder mapping

Councils will need to map the key stakeholders and understand their roles in their level crossing project. They include:

- *Community and business groups within the local community, and key local organisations such as major businesses*
- *State government departments, including the departments responsible for transport (Department of Economic Development, Jobs, Transport and Resources) and planning (Department of Environment, Land, Water and Planning)*
- *State agencies, particularly the Level Crossing Removal Authority (LXRA) but also Public Transport Victoria (PTV), VicRoads, VicRail, VicTrack, the Office of the Victorian Government Architect (OVGA) and others*
- *Private sector, including franchisees such as Metro Trains, and infrastructure companies involved in construction works.*

6. Collaborate and integrate

Experience from recent grade separation projects indicates that better outcomes for the public realm were achieved where there was good collaboration between local Councils and infrastructure delivery agencies.

Local Councils are custodians of the local environments where we live, work and play. They represent the community and are well placed to facilitate a collaborative approach. Their local knowledge contributes depth and continuity of experience and their role is thus critical to the success of each grade separation project.

Councils therefore need to seek opportunities for collaboration, in order to achieve best practice urban design as an integral part of a grade separation project. Hence the Council's engagement plan should look far beyond one-way communication or consultation, towards more participative approaches to design.

Collaboration can be regarded as a core governance capability and offers several benefits on these projects:

- a diversity of expertise and experience can result in a more effective design solution
- synergies identified through a co-design process can create a more holistic design to meet the objectives of the Transport Integration Act 2010
- the heavy workload on state agencies such as the LXRA can be shared
- considerable value can be added through the insights and local knowledge from the community, especially to identify problems or unintended adverse consequences
- participation and collaboration can help ensure local buy-in to the design solutions that emerge.

Supporting a collaborative approach should be regarded as a core component in a Council's strategy on the level crossing program. It should also be understood as a process of relationship building to support the co-development of projects and strategic planning into the long-term.

Box 2: Case studies

City of Brimbank had three grade separations as part of the Regional Rail project. It established a productive collaboration with the Regional Rail Authority and negotiated a change in alignment, better pedestrian connections and better quality pedestrian environment. The collaboration also allowed it to influence urban design outcomes and facilitate effective community consultation. Key messages include:

- establish a clear Council position early and provide core urban design principles to support the case
- develop a multilevel relationship with the delivery agency, including CEOs, Councillors and officers
- facilitate community participation and be prepared to broker solutions.

City of Whitehorse have advocated and campaigned for many years on the benefits of level crossing removals, which always feature in council plans. The Council has participated in four grade separations since 2007 and has identified clear factors for success:

- build major projects such as grade separations early into Council strategic planning
- formalise internal processes to manage multiple interactions with the many agencies, departments and working groups, with a full-time contact person to co-ordinate a whole-of-Council position
- prepare design guidelines and ensure they are included in the project brief
- clearly understand the roles and develop strong working relationships early with the various agencies
- proactively search for development opportunities and integrate them into project planning.

7. What does success look like?

It is important that the Council and the relevant agencies such as the LXRA develop a shared vision of what success looks like.

As a transport project, a successful grade separation needs to deliver improved rail services, reduced road congestion and better safety. There are legitimate concerns around delivering projects to specification, including budget and timescale. Hence project scope is diligently defended.

As an urban design project, a successful grade separation needs to improve the urban form and provide the community with new opportunities in terms of livability, amenity and connectivity.

In the spirit of collaboration, a local Council could consider a grade separation project a success if it delivers on the broad development and transport objectives in its strategic plan, while also allowing the LXRA to deliver its grade separation project within specification.

Local Councils can benefit from the experience of earlier grade separation projects in Melbourne, presented in the case studies in Box 2.

There are a wealth of tangible examples of grade separation on countless Metro systems around the world. Many of these can help Councils tell the story about opportunities that the level crossing program can bring.

Providing a picture helps tell the strategic story. Councils that can show stakeholders what success looks like are likely to be at an advantage, and will be better able to deliver the benefits to their communities.

To conclude, local Councils can derive significant benefits from the level crossing removal program, but they have to be prepared, agile, clear on what success looks like, and highly collaborative in achieving it with their stakeholders. For those Councils that can rise to the challenge, the opportunity is there.

Key resources

The Level Crossing Removal Authority (LXRA) is the Victorian Government agency with lead responsibility for the grade separation program: <http://levelcrossings.vic.gov.au/>

The LXRA has published a detailed *Precedent Study* which documents examples of grade separations in Melbourne, Australia and worldwide: <http://levelcrossings.vic.gov.au/media-library/publications/general-publications/precedent-study>

The benefits of level crossing removals: Lessons from Melbourne's historical experience, report by Ian Woodcock (RMIT University) and John Stone (University of Melbourne), March 2016: <http://www.theage.com.au/victoria/sky-high-report-on-citys-history-of-level-crossing-removal-backs-elevated-rail-20160301-gn73g8.html>

Grade separations and improving intermodal transfer at railway stations in Melbourne, paper by Ian Woodcock and John Stone, Australasian Transport Research Forum 2015: http://atrf.info/papers/2015/files/ATRF2015_Resubmission_143.pdf

Level crossing removals: Learnings for Local Government, presentations and report for MTF by A Macdonald, Urban Interface, May 2016: <http://www.mtf.org.au/Projects/MTF-Level-Crossing-Removals-Learnings-for-Local-Government-K.aspx>

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

- i. Community Grants Committee, 10 May 2016

DECLARATIONS OF INTEREST

Cr Hyams declared a Conflict of Interest in this item under s78B of the Local Government Act as he is on the board of Glen Eira Adult Learning Centre.

Cr Esakoff declared a Conflict of Interest, an indirect interest, in this item under s78B of the Local Government Act as she is the Vice President of Community Information Glen Eira.

7.48PM Cr Esakoff and Cr Hyams left the Chamber.

(a) Crs Sounness/Magee

That the minutes of the Community Grants Committee of 10 May 2016 be received and noted.

That the recommendations of the Committee be adopted.

The MOTION was put and CARRIED unanimously.

7.51PM Cr Esakoff and Cr Hyams returned to the Chamber.

(b) Crs Delahunty/Lipshutz

(i) That Councillor Ho is made a member of the Community Consultation Committee, and

(ii) That Cr Magee be replaced on the Community Grants Advisory Committee by Cr Hyams.

The MOTION was put and CARRIED.

b. Records of Assembly

- i. 10 May 2016
- ii. 17 May 2016
- iii. 24 May 2016

Crs Hyams/Lipshutz

That the Records of the above Assemblies be received and noted.

The MOTION was put and CARRIED unanimously.



**GLEN EIRA
COMMUNITY GRANTS COMMITTEE MEETING
Minutes**

TUESDAY 10 May 2016

Purpose:

To support and assist not-for-profit community-based groups to meet identified community priorities and strengthen the Glen Eira community.

Aims:

- Support community initiatives committed to community strengthening.
- Develop an accessible and inclusive community.
- Encourage community initiatives that promote self-sufficiency and innovation.
- Help strengthen local participation in the planning and implementation of services and programs

Meeting opened at: 5:06pm

1. Present

Cr Jim Magee - Absent for first part of meeting and arrived at 5:36pm
Cr Margaret Esakoff (Assumed Chair until adjournment at 5:20pm)
Cr Thomas Sounness
Peter Jones – Director Community Services
Gaye Stewart – Manager Community Development

Apologies

n/a

2. Matters considered

I. Renewal of Service Level Agreements

- Glen Eira Adult Learning Centre
- Community Information Glen Eira

3. Renewal of Service Level Agreements

a) Glen Eira Adult Learning Centre (GEALC)

The Service Level Agreement between Council and GEALC provides quality and affordable training and development programs to residents of Glen Eira and surrounding areas. The service operates at 419 North Road Ormond, in a building owned by Ormond Uniting Church.

A process of review and negotiation has taken place in relation to the renewal of this Service Level Agreement 2016-2019. In response to current accommodation issues being experienced by GEALC Corporate Council has added a new Special Condition under *Term* of the Agreement:

- *The Agreement is for the Term subject to earlier termination in accordance with clause 4 and subject to the sub-clause below.*
- *The parties acknowledge that the Provider is currently reviewing its accommodation arrangements and these may alter during the Term and accordingly the parties agree to review this agreement in 12 months from the commencement date and make whatever changes are deemed necessary at that time.*

Officers recommend that a new three year agreement is commenced which includes rental assistance and service provision. This includes up to \$12,000 in rental assistance and \$10,000 in program delivery.

Recommendation: The committee recommend that Council approve the Service Level Agreement for Glen Eira Adult Learning Centre for years July 2016 – June 2019 for the sum of \$22,000 plus GST increasing by the amount of the Consumer Price Index annually, consisting of rental assistance up to \$12,000 in each year of the term and the balance in Service Provision

And

the following clause related to Term of the agreement be added to the Service Level Agreement:

- **The Agreement is for the Term subject to earlier termination in accordance with clause 4 and subject to the sub-clause below.**
- **The parties acknowledge that the Provider is currently reviewing its accommodation arrangements and these may alter during the Term and accordingly the parties agree to review this agreement in 12 months from the commencement date and make whatever changes are deemed necessary at that time.**

**Moved: Cr Margaret Esakoff
Seconded: Cr Thomas Sounness
Motion carried unanimously**

Cr Esakoff declared a conflict of interest in relation to Community Information Glen Eira Service Level Agreement and advised she would not return from the proposed adjournment.

The meeting was adjourned at 5:20pm

The meeting resumed at 5:36pm when Cr Jim Magee arrived and assumed the Chair

b) Community Information Glen Eira (CIGE) Service Level Agreement 2016-2019

The Service Level Agreement between Council and CIGE provides funding to support community information and referral service to Glen Eira residents and a Volunteer Resource Centre that delivers activities that builds capacity in volunteerism.

CIGE operates out of a commercial shop front property located at 1134 Glen Huntly Road, Glen Huntly which is leased by Council and sub-leased to CIGE. Corporate Council added a new Special Condition associated with CIGE's lease:

The Council leases the premises from which the Provider operates, from a third party at commercial rates under a lease which ends 30/4/2018. The Provider sub-leases the premises from Council. The Parties intend that the continuation of this Agreement beyond 30/4/2018 is subject to the continuation of the head lease on terms satisfactory to Council, and the Parties agree that this Agreement will need to be reviewed and renegotiated if Council does not enter into a further lease term which extends the lease of the Provider's premises to or beyond the end of the Term of this Agreement

A process of review and negotiation has taken place in relation to the renewal of CIGE's Service Level Agreement 2016-2019. Adjustments have made to the 2016-2019 Service Level Agreements to reflect advice from Corporate Council.

Officers recommend that a new three year Service level agreement 2016-2019 commence which provides a combination of funding for rent, estimated support costs and direct service provision.

Recommendation: The Committee recommend that Council approve the Service Level Agreement for Community Information Glen Eira for years July 2016 – June 2019 with changes to conditions for Service Level Agreements covering July 2016 – June 2019 including:

- Special Condition (lease);

The Council leases the premises from which the Provider operates, from a third party at commercial rates under a lease which ends 30/4/2018. The Provider sub-leases the premises from Council. The Parties intend that the continuation of this Agreement beyond 30/4/2018 is subject to the continuation of the head lease on terms satisfactory to Council, and the Parties agree that this Agreement will need to be reviewed and renegotiated if Council does not enter into a further lease term which extends the lease of the Provider's premises to or beyond the end of the Term of this Agreement

- Public Liability Insurance increased from \$10 mil to 20mil
- Replace reference to the Accident Compensation Act 1985

and the *Accident Compensation (WorkCover Insurance) Act 1993* with the *Workplace Injury Rehabilitation and Compensation Act 2013* in all Service Level Agreements.

- Include a safe work environments clause:

The Provider will provide and maintain, so far as is practicable, a working environment for its employees and members of the public that is safe and without risk to health and complies with all relevant laws and will at all times identify and take all necessary precautions for the health and safety of all persons, including the Contractor's employees and sub-contractors, staff of Council and members of the public, who may be affected by the performance of the Services.

- Update signature block to the current standard.
- Add new clauses to respond to Council's *Racism It Stops with Me* commitment and Family Violence prevention initiatives.

- **Anti-Racism clause**

The Provider will promote the message that racism is unacceptable in our community and have policies that express a commitment to anti-racism education in their organisation.

- **Family Violence Clause**

The Provider will promote the message that Family Violence is unacceptable in our community and have policies that express a commitment to Family Violence prevention and education in their organisation.

And

annual funding up to \$174,947.71 comprising of; estimate support costs up to \$41,117.71, Rental of \$61,749 and direct service provision of \$72,081 plus GST increasing by the amount of the annual Consumer Price Index.

**Moved: Cr Jim Magee
Seconded: Cr Thomas Sounness
Motion carried unanimously**

Next scheduled meeting: 24 June 2016 (2016-17 community grant applications)

Meeting closed at 5:48 pm

Assembly of Councillors

10 May 2016

Record under S 80 A (2)

Meeting commenced at 6.48PM

A. Present

Cr Neil Pilling, Mayor	Rebecca McKenzie, CEO
Cr Mary Delahunty (Arr. 6.57PM)	Peter Jones
Cr Margaret Esakoff	Peter Swabey
Cr Jamie Hyams	Ron Torres
Cr Kelvin Ho	Rachel Ollivier
Cr Michael Lipshutz	Rocky Camera
Cr Oscar Lobo	Paul Burke
Cr Jim Magee	
Cr Thomas Sounness	

B. Matters considered.

- (i) Caulfield Dandenong Level Crossing Removal Project – update from the LXRA.

6.57PM Cr Delahunty entered the briefing room.

- (ii) Draft Environmental Sustainability Strategy.

8.04PM Cr Esakoff left the briefing room.

8.05PM Cr Esakoff returned to the briefing room.

- (iii) Open Space Opportunity.

- (iv) Council Papers for the 17 May 2016 Council Meeting.

- (a) Item 9.1 - 342-346 Centre Road, Bentleigh.

8.40PM The meeting adjourned.

8.56PM the meeting resumed in the presence of:
Cr Pilling, Mayor

Cr Delahunty
Cr Esakoff
Cr Hyams
Cr Ho
Cr Lipshutz
Cr Magee
Cr Lobo
Cr Sounness

- (b) Agenda Item 9.2 - 22-26 Riddell Parade, Elsternwick.
- (c) Agenda Item 9.3 - 90-94 Mimosa Road, Carnegie.
- (d) Agenda Item 9.4 - 294 Kooyong Road, Caulfield.
- (e) Agenda Item 9.5 - Booran Reserve – Public Park and Recreation Zone.
- (f) Agenda Item 9.6 - VCAT Watch.
- (g) Agenda Item 9.10 - Melbourne Metro Rail Project.
- (h) Agenda Item 11.1 – Requests for Reports – Cr Magee, in relation to Moorleigh and perhaps one other.
- (i) CEO advised that the Quarterly Financial Report will be a late item in the Council Agenda Papers.
- (j) Agenda Item 12.2 - under s89 (2)(d) “contractual” which relates to the awarding of the contract for Tender number 2016.029 Provision of a Bookings and Event Management System.
- (v) Records of Assembly.
 - (a) Cr Esakoff – 19 April 2016, delete (m) and re-letter.
 - (b) Cr Ho – 26 April 2016, amend list of those present.
- (vi) MAV State Council Motions.
- (vii) General Business raised by Councillors.

- (a) Cr Ho – Koornang Road, close to the Railway Station, construction vehicles are blocking access.
- (b) Cr Hyams – Vandalism occurring at Elsternwick Plaza.

10.11PM Cr Delahunty departed the briefing meeting.

- (c) Cr Lipshutz – Allan Road, Caulfield North, parking issues.
- (d) Cr Lipshutz – Is the Synagogue at Mt Scopus operating within its Permit Conditions.
- (e) Cr Pilling – an email about the replacement of the Duncan Mackinnon Athletics Track.
- (f) Cr Sounness – Street sweeping on public holidays and spot checks.
- (g) Cr Magee – Claire Street, Mckinnon.

Fin 10.21PM

Council Pre-Meeting

17 May 2016

Record under S 80 A (2)

Meeting commenced at 6.45PM

A. Present

Cr Neil Pilling, Mayor
Cr Mary Delahunty
Cr Jamie Hyams
Cr Kelvin Ho
Cr Michael Lipshutz
Cr Oscar Lobo
Cr Thomas Sounness

Rebecca McKenzie, CEO
Peter Jones
Peter Swabey
Ron Torres
Samantha Krull
Paul Burke

Apologies

Cr Margaret Esakoff
Cr Jim Magee

B. Matters considered.

- (i) Council Papers for 17 May 2016 consisting of fifteen Officer reports together with standing items on the Agenda.
 - (a) Agenda Item 5 – Petitions.
 - (b) Agenda Item 9.1 - 342-346 Centre Road, Bentleigh.
 - (c) Agenda Item 9.2 - 22-26 Riddell Parade, Elsternwick.
 - (d) Agenda Item 9.3 - 90-94 Mimosa Road, Carnegie.
 - (e) Agenda Item 9.4 - 294 Kooyong Road, Caulfield.
 - (f) Agenda Items 9.7 - Draft Environmental Sustainability Strategy.
 - (g) Agenda Item 11.1 – Request for Reports – Cr Delahunty, Montgomery House, Caulfield.
 - (h) Agenda Item 11.4 – Public Questions.

Fin 7.01PM

Assembly of Councillors

24 May 2016

Record under S 80 A (2)

Meeting commenced at 6.47PM.

A. Present

Cr Neil Pilling, Mayor

Cr Mary Delahunty

Cr Margaret Esakoff

Cr Jamie Hyams

Cr Michael Lipshutz

Cr Oscar Lobo

Cr Jim Magee

Cr Thomas Sounness

Rebecca McKenzie, CEO

Peter Jones

Peter Swabey

Ron Torres

Samantha Krull

Paul Burke

Apologies

Cr Kelvin Ho

B. Matters considered.

(i) Duncan Mackinnon Athletics Track.

(ii) Resilient Melbourne.

(iii) LXRA Frankston line level crossing removals.

8.40PM the meeting adjourned.

8.50PM the meeting resumed in the presence of:

Cr Pilling, Mayor

Cr Delahunty

Cr Esakoff

Cr Hyams

Cr Lipshutz

Cr Lobo

Cr Magee

Cr Sounness

(iv) LXRA Frankston line level crossing removals, discussion resumed.

(v) Resilient Melbourne, discussion resumed.

- (vi) Citizen Juries.
- (vii) General Business raised by Councillors.
 - (a) Cr Magee – signage for a laneway off Koornang Road.
 - (b) Cr Magee – return of a school crossing supervisor.
- (viii) General Business raised by Officers.
 - (a) CEO – Infrastructure Victoria consultation document.
- (ix) General Business raised by Councillors.
 - (a) Cr Hyams – response letters from Ministers.
 - (b) Cr Ho – Resilient Melbourne document – all ability playground equipment.
 - (c) Cr Esakoff – Playground equipment, cradle swings.
 - (d) Cr Esakoff – resident wishing to open a personal training studio in Ormond.
 - (d) Cr Pilling – the No Skyrail campaign group is raising the prospect of Council funding and taking legal action to stop the project.
- (x) General Business by Officers.
 - (a) CFO – outcome of loan re-structuring negotiations.

Fin 9.35PM

9. PRESENTATION OF OFFICERS REPORTS

- 9.1 629-631 Glen Huntly Road, Caulfield – 5 storey building (amended application)
- 9.2 11 Foch Street, Ormond - Additional lighting for existing tennis courts
- 9.3 Submissions on proposed budget 2016-17 and council plan
- 9.4 Businesses affected by the Crossing Removal - Penalty Interest
- 9.5 VCAT Watch
- 9.6 Montgomery Rest Home
- 9.7 Melbourne Metro Rail
- 9.8 Lease to AFL Victoria, Sandringham Dragons occupation of part of DC Bricker Pavilion
- 9.9 Managing Unreasonable Complainant Conduct Policy
- 9.10 Foundation for Youth Excellence Committee Grant Applications
- 9.11 Quarterly Reporting

Item 9.1

629-631 GLEN HUNTLY ROAD CAULFIELD
APPLICATION NO. GE/PP-27597/2015/A

Enquiries: Rocky Camera
Manager Statutory Planning



APPLICATION SUMMARY

PROPOSAL	Five storey building comprising up to fifteen (15) dwellings and shop with associated car parking
RECOMMENDATION	Notice of Refusal to Grant an Amended Planning Permit
KEY ISSUES	<ul style="list-style-type: none"> • Compliance with the Housing Diversity Area Policy • Neighbourhood Character • Height • Car parking
MUNICIPAL STRATEGIC STATEMENT	Local Centre (Housing Diversity Area Policy)
APPLICANT	Shoregrove Pty Ltd and Natstac Pty Ltd
PLANNING SCHEME CONTROLS	<ul style="list-style-type: none"> • Commercial 1 Zone
EXISTING LAND USE	Retail premises
PUBLIC NOTICE	<ul style="list-style-type: none"> • 11 properties notified • 28 notices sent (owners and occupiers) • 2 signs erected on site • 1 objection received
Application fee payable (fee increased by the State Government in 2009)	\$958

Item 9.1 (cont'd)**1. Community Plan**

- **Town Planning and Development:** to manage the rate and extent of change to the built environment consistent with State and Local Planning Policies to achieve a diversity of housing as sympathetic as possible to neighbourhood character.

2. Recommendation

That Council:

- Issues a Notice of Refusal for Amended Planning Application No. GE/PP-27597/2015/A for the construction of a five (5) storey building comprising up to fifteen (15) dwellings and shop with associated car parking, reduction of car parking requirements and waiver of loading bay requirements in accordance with the grounds of refusal contained in the Appendix.

3. Applicable Policies and CodesState Government

- Plan Melbourne
- Guidelines for Higher Density Residential Development (State Government)

Glen Eira City Council

- Municipal Strategic Statement – Adopted by Council on 17th May 1999 and approved by the Minister on 5th August 1999.
- Housing Diversity Policy – Adopted by Council on 18th October 2003, approved by the Minister on 28th October 2004.

4. Reasons For Recommendation

In recommending that Council determines to refuse the proposal, consideration has been given to:

Background

The original planning permit was issued by Council on 17 March 2015. This permit allowed for the construction of a four (4) storey building comprising up to fifteen (15) dwellings and shop with associated car parking, reduction of car parking requirements and waiver of loading bay requirements.

The current amended application proposes an additional level (totaling 5 storeys) but retains the overall number of dwellings (15). The layout of the ground floor shop and car spaces remain as originally approved.

Internal changes are proposed to the fourth storey. It would now contain 3 dwellings. Previously it contained 5 dwellings. The new fifth storey would contain 2 dwellings.

Item 9.1 (cont'd)Compliance with Housing Diversity Area Policy

The proposal does not satisfy the intent and objectives of Council Policy. The subject site is located in the Commercial 1 Zone. The areas to the east and west are also located in the Commercial 1 Zone. The area to the north is located within a Neighbourhood Residential Zone. Commercial areas are strategically considered suitable for higher densities of development due to their proximity to services, infrastructure and public transport.

However this must be balanced with the objectives of the Housing Diversity Area policy. The subject land is located within a Local Centre. It is policy to (selected):

- *Recognise the minor role that local centres will play in providing for housing diversity by encouraging development limited to low density shop top housing.*
- *Ensure that residential buildings are encouraged to step down at the rear to achieve a transition to abutting residential areas.*

It is considered that the current approved four storey building is at the upper-limit of appropriate height for this location. In addition the proposed five storey building would not provide for an appropriate transition in height to the adjoining residential land to the north which is zoned Neighbourhood Residential (and has maximum mandatory height limit of 2 storeys).

Neighbourhood Character

The property at 625 Glen Hunlty Road (to the west) has approval for a four storey building. The immediate area is largely characterised by one and two storey buildings. The addition of the fifth storey is not considered to be in keeping with the neighbourhood character of the area and would result in an overdevelopment of the site.

Car Parking

Each dwelling is provided with a single car space in a stacker arrangement in accordance with the State Government guidelines (one car space per two bedroom dwelling). One (1) car space on site is allocated to the shop as per the previous approval.

Council's Transport Planning Department has raised concerns in relation to the study for Apartment 301 being converted into a third bedroom (given the size of this room) as this would increase the car parking requirement. This concern could be addressed by conditions if the development were to be approved.

Item 9.1 (cont'd)**APPENDIX**

ADDRESS: 629-631 GLEN HUNTLY ROAD, CAULFIELD
APPLICATION NO: GE/PP-27597/2015/A

1. Proposal

Features of the proposal include:

- Addition of a fifth storey to comprise 2 x 2 bedroom dwellings
- The fourth storey modified to comprise 3 x 2 bedroom dwellings
- The overall number of dwellings is proposed to stay the same (at 15 dwellings).
- One car space is provided for each dwelling and one car space is provided for the shop (total of 16 car spaces).

2. Public Notice

- 11 properties notified
- 28 notices sent (owners and occupiers)
- 2 signs erected on site
- 1 objection received

The objectors concerns are summarised as follows:

- Development in the area should be restricted to 4 storeys.
- Car parking impacts
- Electricity substation behind the subject land emits constant noise
- Overlooking.

3. Referrals

The application has been referred to various departments and individuals within Council for advice on particular issues. The following is a summary of relevant advice:

Transport Planning

- Adequate number of parking spaces proposed.
- The study of Apartment 301 must be modified to ensure it is not used as a 3rd bedroom as this would increase the car parking requirement.

Building

- Construction Management Plan required

Asset Management

- No objection to the proposal subject to the detailed design of the laneway being submitted for assessment to the Asset Management Department prior to the commencement of construction.

Item 9.1 (cont'd)**4. Planning Conference**

The Conference, chaired by Cr Hyams, provided a forum where all interested parties could elaborate on their respective views. The meeting was attended by the permit applicant who emphasised the reasons the application should receive support. The objector did not attend.

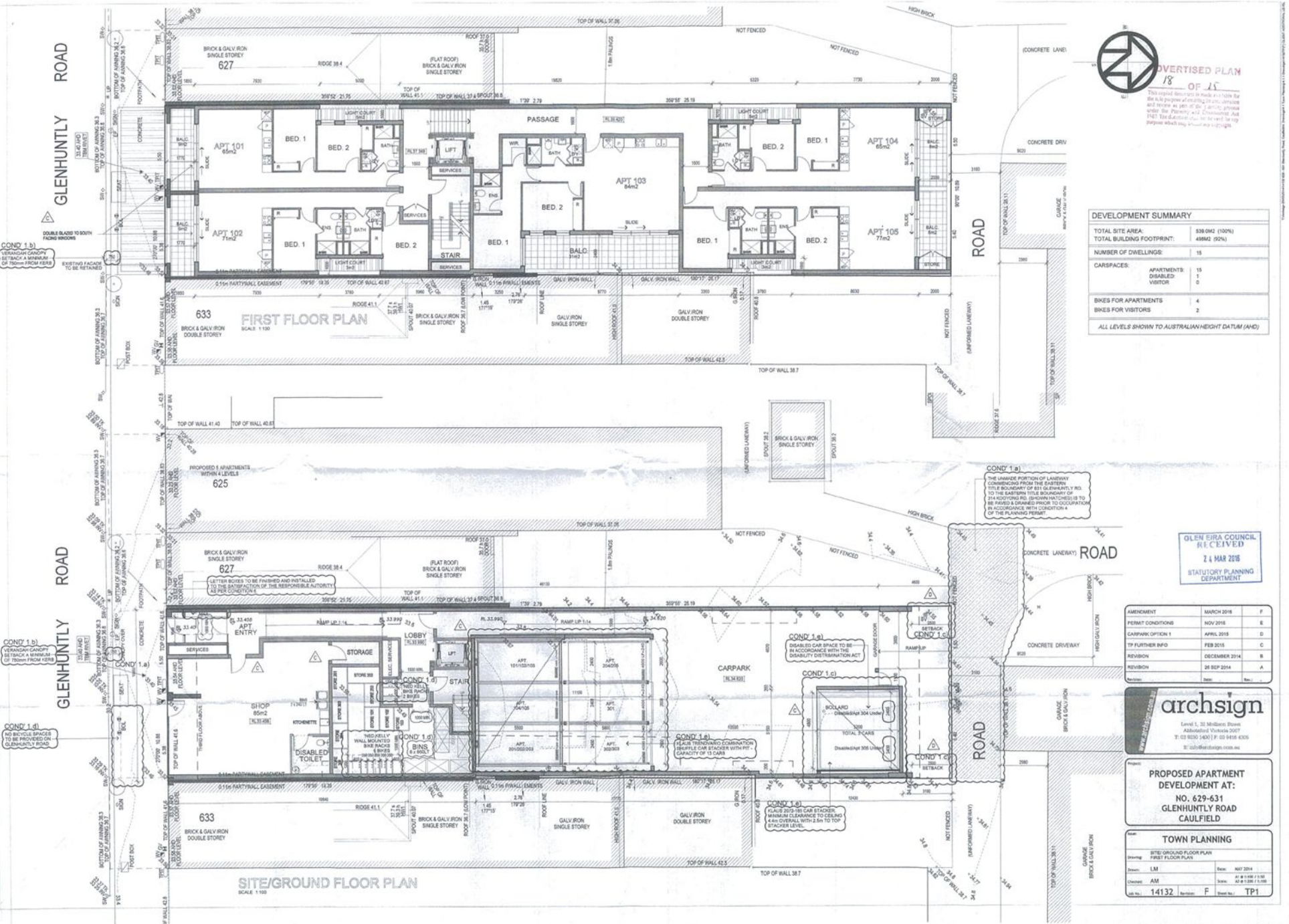
5. Grounds of Refusal

1. The proposal is not consistent with State Planning Policies for Urban Design and Housing Diversity and the Local Planning Policy for Housing and Residential Development as stated in Clauses 15, 16.01-4 and 21.04 of the Glen Eira Planning Scheme as:
 - The development fails to respect the built form characteristics of the area; and
 - The development fails to respect the neighbourhood character.
2. The proposal does not satisfy the intent and objectives of the Housing Diversity Area Policy (Clause 22.07 of the Glen Eira Planning Scheme) as:
 - The proposal fails to respect the neighbourhood character which is largely characterised by one and two storey buildings; and
 - The development fails to provide an appropriate transition to the neighbouring residential areas to the north, and is considered to be an overdevelopment of the site.

Crs Delahunty/Sounness

That the recommendation in the report be adopted.

The MOTION was put and CARRIED unanimously.

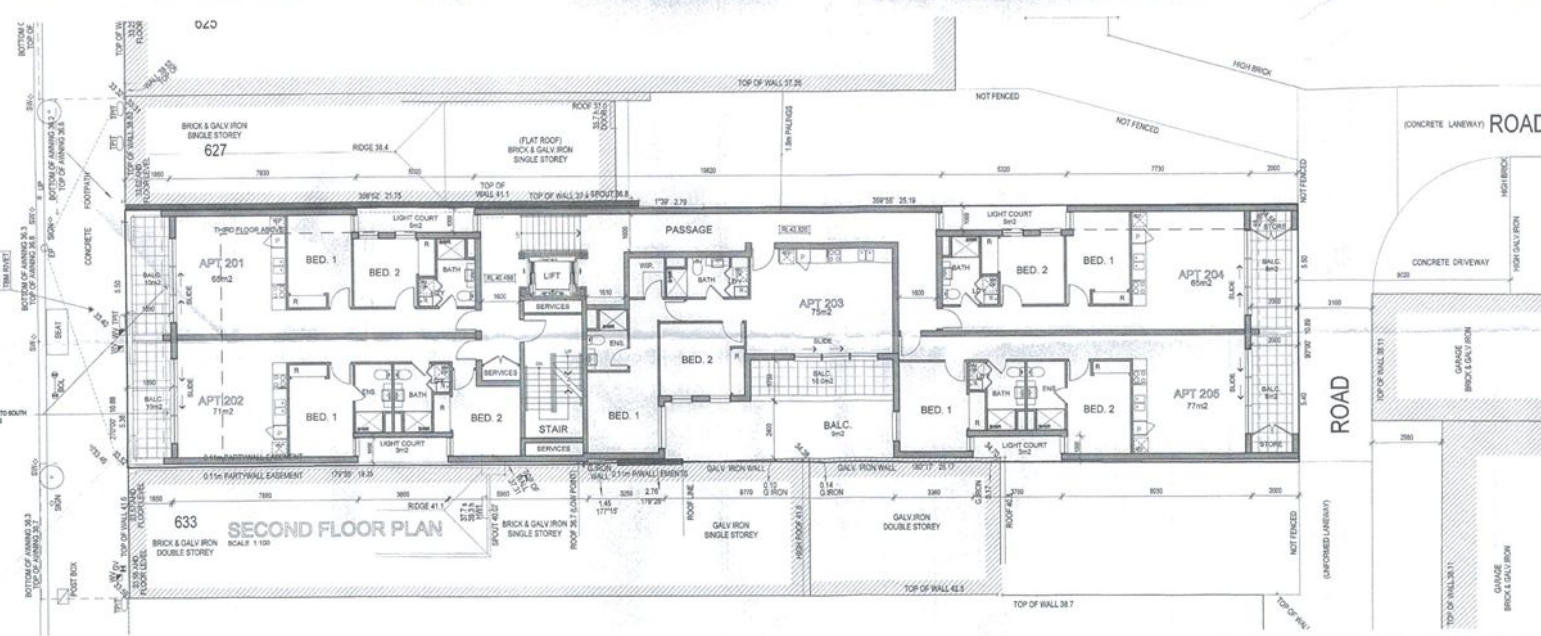
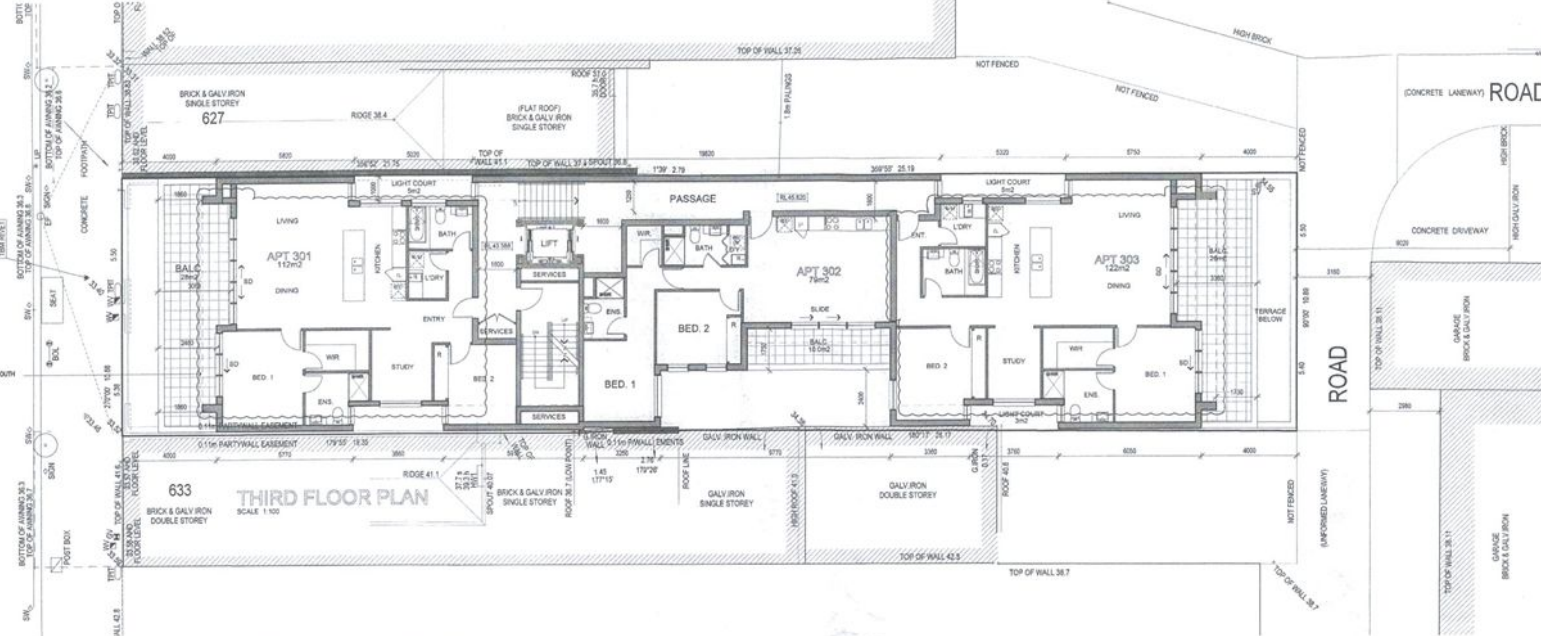


GLENHUNTLY ROAD

DOUBLE GLAZED TO SOUTH FACING WINDOWS

GLENHUNTLY ROAD

DOUBLE GLAZED TO SOUTH FACING WINDOWS



ADVERTISED PLAN
19 OF 25
This report contains information that is confidential to the client and is not to be used for any other purpose without the prior written consent of the client. The client acknowledges that it is responsible for the accuracy and completeness of the information provided to the client.

GLEN EIRA COUNCIL
RECEIVED
24 MAR 2018
STATUTORY PLANNING
DEPARTMENT

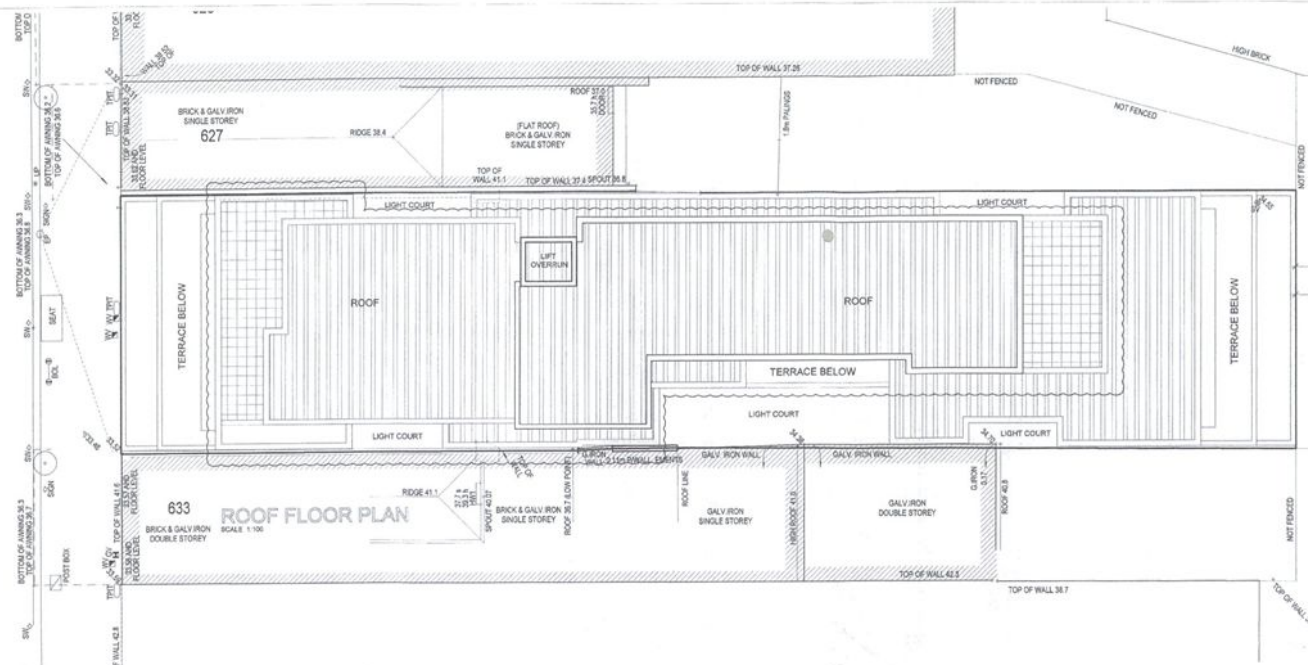
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PERMIT CONDITIONS	NOV 2015	E
CARPARK OPTION 1	APRIL 2016	D
TYP FURTHER INFO	FEB 2015	C
REVISION	DECEMBER 2014	B
REVISION	28 SEP 2014	A

archsign
Level 1, 30 Mulholland Street
Arleneville Victoria 3007
T: 03 9201 4600 P: 03 9484 4205
E: info@archsign.com.au

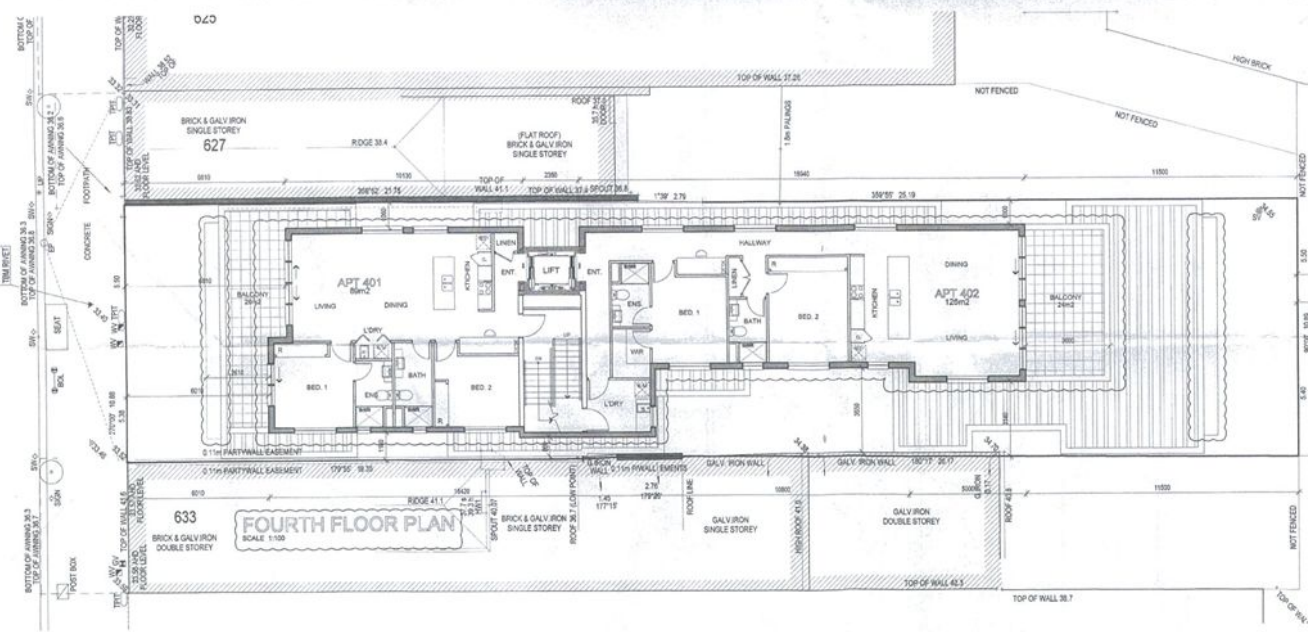
PROPOSED APARTMENT
DEVELOPMENT AT:
NO. 629-631
GLENHUNTLY ROAD
CAULFIELD

TOWN PLANNING	
Drawn: LM	Date: MAY 2014
Checked: AM	Scale: AS 1:200 / 1:500
App No: 14132	Revision: F Sheet No: TP2

GLENHUNTY ROAD



ADVERTISED PLAN
20 OF 25
This revised document is made available for public inspection in accordance with the Planning and Environment Act 1987. The document is for information only and does not constitute an offer of any financial product or service.



GLENHUNTY ROAD

ROAD

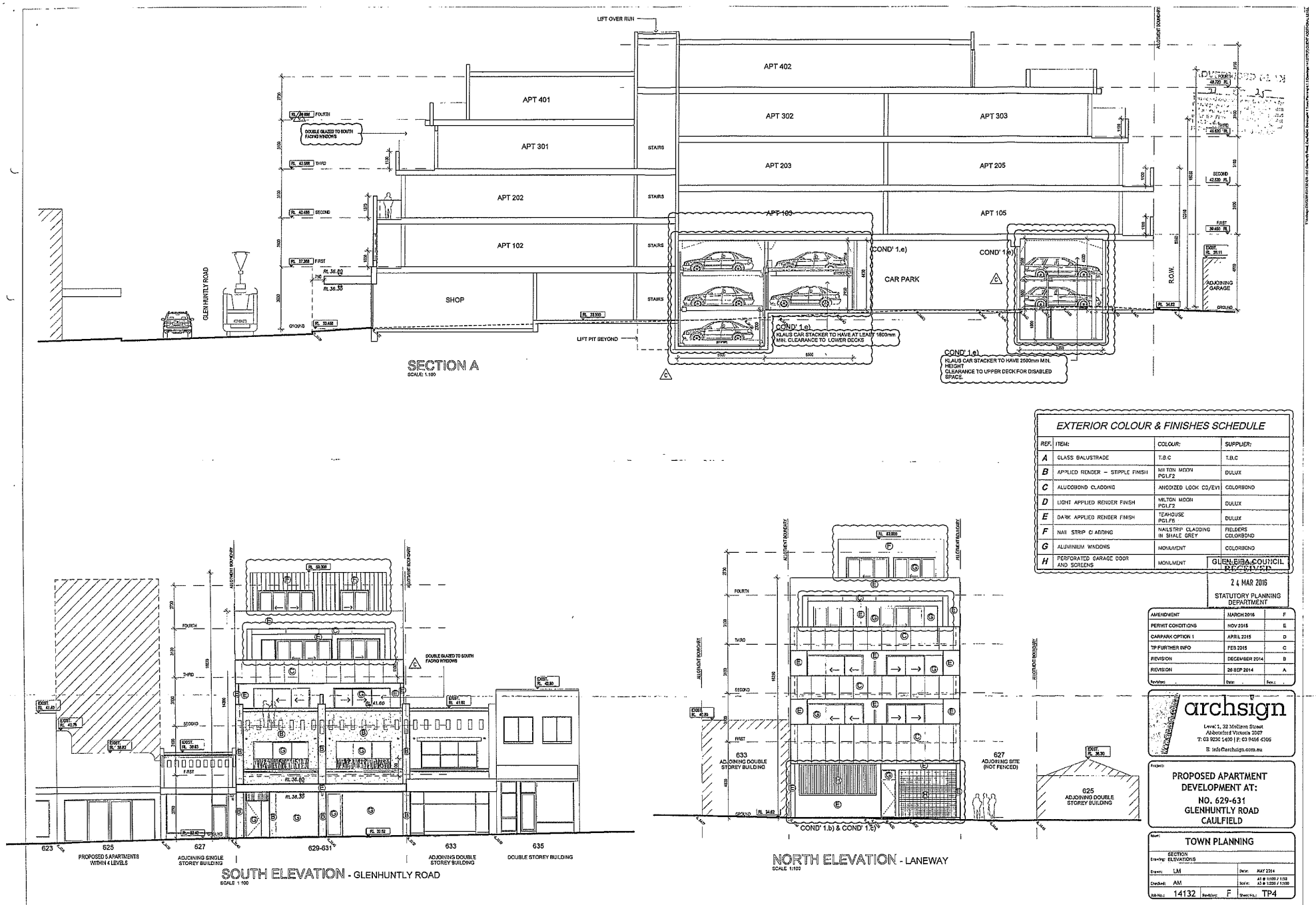
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24 MAR 2018
STATUTORY PLANNING DEPARTMENT

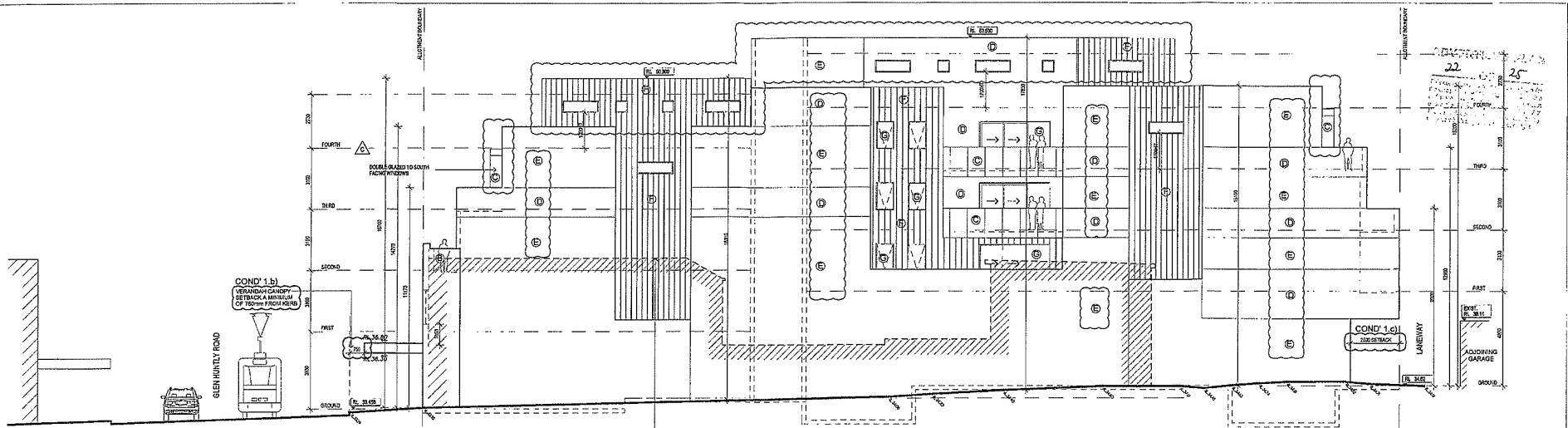
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PERMIT CONDITIONS	NOV 2015	E
CARPARK OPTION 1	APRIL 2015	D
TP FURTHER INFO	FEB 2015	C
REVISION	DECEMBER 2014	B
REVISION	26 SEP 2014	A

archsign
Level 1, 31 Millers Street
Abbotsford Victoria 3067
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W: info@archsign.com.au

PROPOSED APARTMENT DEVELOPMENT AT:
NO. 629-631 GLENHUNTY ROAD CAULFIELD

TOWN PLANNING	
Drawing: FOURTH FLOOR PLAN / ROOF PLAN	Date: MAY 2014
Drawn: LM	Scale: A1 1:100 / A2 1:200 / A3 1:300 / A4 1:400
Checked: AM	Scale: A1 1:100 / A2 1:200 / A3 1:300 / A4 1:400
App No: 14132	Revision: F Sheet No: TP3

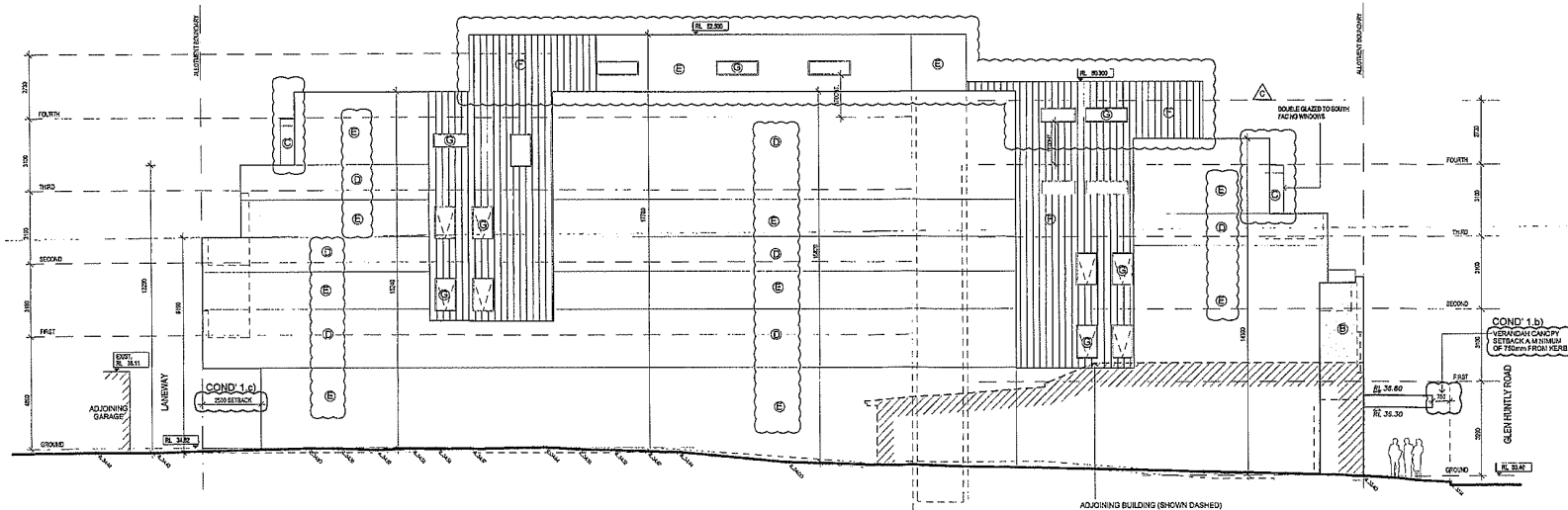




EAST ELEVATION
SCALE 1:100

EXTERIOR COLOUR & FINISHES SCHEDULE

REF.	ITEM:	COLOR:	SUPPLIER:
A	GLASS BALUSTRADE	T.B.C	T.B.C
B	APPLIED RENDER - STIPPLE FINISH	MILTON WOOD PGLF2	DULUX
C	ALUCOBOND CLADDING	ANODIZED LOOK CO/ENV	COLORBOND
D	LIGHT APPLIED RENDER FINISH	MILTON WOOD PGLF2	DULUX
E	DARK APPLIED RENDER FINISH	TEARHOUSE POLIS	DULUX
F	NAIL STRIP CLADDING	RAILSTRIP CLADDING IN SHALE GREY	FIEDERS COLORBOND
G	ALUMINIUM WINDOWS	MONUMENT	COLORBOND
H	PERFORATED GARAGE DOOR AND SCREENS	MONUMENT	COLORBOND



WEST ELEVATION
SCALE 1:100

GLENN HIRA COUNCIL
RECEIVED
21 MAR 2016
STATUTORY PLANNING
DEPARTMENT

APPROVAL	MARCH 2016	F
PERMIT CONDITIONS	NOV 2015	E
CANPARK OPTION 1	APRIL 2015	D
TP FURTHER INFO	FEB 2015	C
REVISION	DECEMBER 2014	B
REVISION	25 SEP 2014	A

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**PROPOSED APARTMENT
DEVELOPMENT AT:**
NO. 629-631
GLENHUNTLY ROAD
CAULFIELD

TOWN PLANNING	
Drawing: ELEVATIONS	Date: MAY 2014
Drawn: LM	Check: AM
App No: 14132	Section: F
Sheet No: TP5	

Item 9.2

ORMOND TENNIS CLUB
11 FOCH STREET, ORMOND
APPLICATION NO. GE/PP-28965/2016

Enquiries: Rocky Camera
Manager Statutory Planning



APPLICATION SUMMARY

PROPOSAL	Light towers to two (2) tennis courts
RECOMMENDATION	Planning Permit subject to conditions restricting hours of illumination
KEY ISSUES	<ul style="list-style-type: none"> Impact on the residential amenity of the area
MUNICIPAL STRATEGIC STATEMENT	Open Space
APPLICANT	Ormond Tennis Club Inc
PLANNING SCHEME CONTROLS	Public Park and Recreation Zone
EXISTING LAND USE	Tennis club
PUBLIC NOTICE	<ul style="list-style-type: none"> 26 properties notified 40 notices sent (owners and occupiers) 2 signs erected on site No objections received
Application fee payable (fee increased by the State Government in 2009)	\$604

Item 9.2 (cont'd)**1. Community Plan**

- **Town Planning and Development**
- **Open Space, Recreation and Leisure:** to enhance recreation facilities and open space to meet current and future needs of the local community.

2. Recommendation

That Council:

- Issues a Planning Permit for Application No. GE/PP-28965/2016 allowing the construction of buildings and works comprising of light towers to two (2) tennis courts in accordance with the conditions contained in the Appendix.

3. Applicable Policies and CodesState Government

- Plan Melbourne

Glen Eira City Council

- Municipal Strategic Statement – Adopted by Council on 17th May 1999 and approved by the Minister on 5th August 1999.
- Dealing With Planning Applications and Planning Scheme Amendments Which Affect Council Owned Properties – Adopted 3rd March 2003

4. Reasons For Recommendation

Planning permit applications involving Council land are decided by resolution to ensure separation between Council as a Responsible Authority and Council as a land owner.

The Ormond Tennis Club is located within the south-west corner of the EE Gunn Reserve on the corner of Foch Street and Malane Street. Mature trees border the courts' perimeter and dwellings are located on the opposite side of both streets. There are five tennis courts in total which are in parallel to the tennis clubhouse located at the western end of the site along Malane Street. The southern frontage to Foch Street is used for car parking, with the courts set behind, approximately 6m from Foch Street.

It is proposed to illuminate court numbers 3 and 4 via light poles at each end and in between the courts. Court numbers 1 and 2, at the western end of the site, have been illuminated in the same manner for approximately 12 years.

Item 9.2 (cont'd)

The separation from the light poles to the closest residential properties opposite on Foch Street is approximately 18 metres. It is considered that the illumination will not spill into these properties.

The light structures will not be imposing on the character of the area and are consistent with the existing light poles on the other courts.

Courts 1 and 2 are already used at night and it is considered that the use of an additional two courts is not excessive within a recreational environment.

The proposal seeks to use courts 3 and 4 within the same hours as the existing illuminated courts, which are limited to 10.30pm Monday to Friday and to 9.00pm Saturday and Sunday. These hours are considered appropriate.

The recommended conditions within the appendix are consistent with the existing planning permit conditions for the illumination of courts 1 and 2.

Item 9.2 (cont'd)**APPENDIX**

ADDRESS: ORMOND TENNIS CLUB, 11 FOCH STREET, ORMOND
APPLICATION NO: GE/PP-28965/2016

1. Proposal

(Refer to attached plans)

Features of the proposal include:

- To erect lights to two existing tennis courts of the Ormond Tennis Club.
- Nine new light poles in total will illuminate courts 3 and 4. The poles are to be located at each corner and adjacent to the middle of each court. The proposed lights are consistent with existing lighting to courts 1 and 2.
- The poles will have a maximum height of 7.5m above ground level and contain one or two light boxes. The light boxes and poles will be black powder coated.
- Use of the lights is proposed until 10.30pm Monday to Friday and until 9.00pm Saturday and Sunday, which is consistent with existing illuminated courts.

2. Public Notice

- 26 properties notified
- 40 notices sent (owners and occupiers)
- 2 signs erected on site
- No objections received

3. Referrals

The application has been referred to various departments and individuals within Council for advice on particular issues. The following is a summary of relevant advice:

Buildings and Properties

- Landlord consent for the lights has been provided.

4. Conditions

1. Flood lighting provided shall be done so in accordance with that shown on the endorsed plan to the satisfaction of the Responsible Authority and shall be operated by a time clock to illuminate during permitted hours only.
2. The lighting system must not operate between the following hours:

Monday to Friday: 10.30pm to 8.00am;
Saturday and Sunday: 9.00pm to 8.00am.
3. No person may be on the premises after 11.00pm daily.

Item 9.2 (cont'd)

4. The lighting system must not exceed an illumination level of 400 lux when measured at the existing boundary fence of the nearby residential properties in Foch Street and Malane Street and an average illumination of 4 lux when measured 20 metres from the existing boundary fence. The onus is on the applicant/permit holder to demonstrate compliance with this standard at any future date, at the written request of the Responsible Authority and to the satisfaction of the Responsible Authority.
5. No mechanical equipment, such as ball throwing machines, may be operated between 7.00pm and 8.00am.
6. 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.
7. 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 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.

8. During the construction of the buildings and works allowed by this permit, no materials may be stored or left within the adjacent recreation reserve at any time, unless with the written consent of the Responsible Authority.

Notes:

- A. 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.
- B. 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.

Item 9.2 (cont'd)

Council's Buildings and Properties department advises the following:

- C. Due to the occupation of EE Gunn Reserve by the alliance undertaking the Level Crossing Removal Project, the applicant must ensure access by any vehicles required to carry out the works is via Malane Street only.
- D. The applicant must make good any footpath damage at the Malane Street entrance in the absence of a formal crossover.
- E. The applicant must comply with all other landlord requirements noted in Council's letter of consent to the Club, dated 5 January 2016.

Crs Esakoff/Hyams

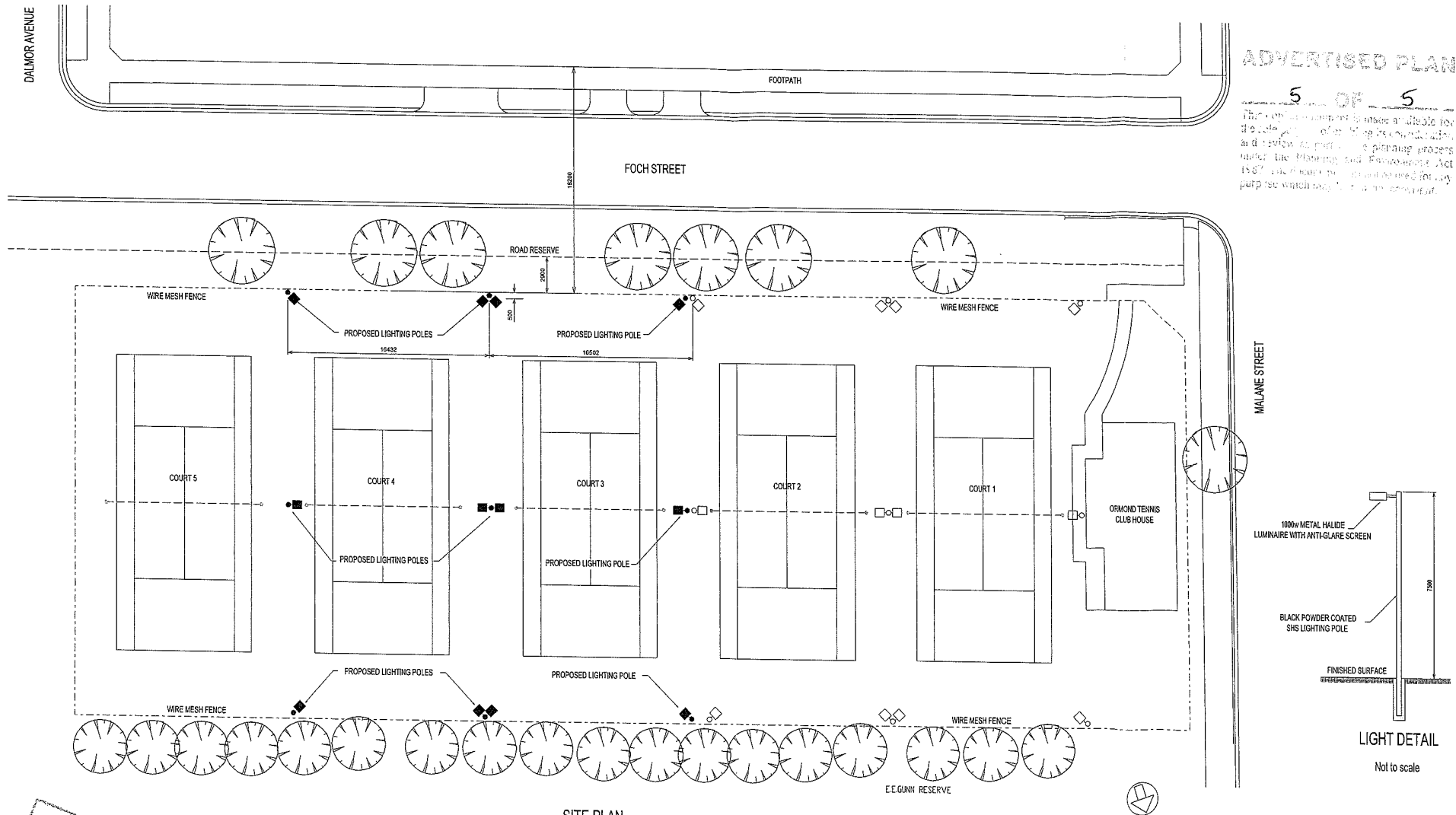
That the recommendation in the report be adopted.

The MOTION was put and CARRIED unanimously.

ADVERTISED PLAN

5 OF 5

This advertised plan is made available for the public to refer to for information and review to the planning process under the Planning and Environment Act 1987. The plan is not to be used for any purpose which may be a criminal offence.



SITE PLAN

1:300 (A3)
Dimensions in millimetres

ORMOND TENNIS CLUB
PROPOSED LIGHTING FOR COURTS 3 & 4
1 MARCH 2016

GLEN EIRA COUNCIL
RECEIVED
- 9 MAR 2016
STATUTORY PLANNING
DEPARTMENT

Item 9.3**SUBMISSIONS ON PROPOSED BUDGET 2016-17
AND COUNCIL PLAN**

**Enquiries: Peter Swabey
Chief Financial Officer**

1. Purpose

To receive submissions and comments on the proposed 2016-17 Budget and Council Plan.

2. Background

On 3 May 2016 Council resolved to give Public Notice of the proposed 2016-17 Budget and Council Plan. The statutory notice was placed in *The Age* of 5 May 2016.

Information was also published in *The Leader* edition of the week of 9 May 2016. A public information session for the proposed 2016-17 Budget was held on 23 May 2016.

Submissions have been circulated to Councillors (*refer Attachment*). The purpose of this item is to enable submitters to address Council in support of their submissions.

No decisions are required at this Meeting.

The 2016-17 Budget and Council Plan is scheduled to be submitted to the Ordinary Council Meeting of 28 June 2016 for adoption.

3. Recommendation

That the submissions be received and noted.

COMMENTS FROM THE GALLERY.

The following submitters addressed the Council:

1. Mr David Wilde.
2. Ms Kara Gilbert.
3. Mr Max Brenner.

Crs Hyams.

That the recommendation in the report be adopted.

The MOTION was put and CARRIED unanimously.

ATTACHMENT

PUBLIC SUBMISSIONS RECEIVED 2016-17

- 1) Bicycle Network
- 2) Dr David Dolan
- 3) Friends of Caulfield Park
- 4) Glenhuntly Athletics
- 5) Machol Israeli Dancing Club Inc.
- 6) Malcolm Dow
- 7) Catherine McNaughton



Re: Draft Council Budget 2016/17

Glen Eira,

In response to your call for submissions on the draft of the 2016-2017 Budget, Bicycle Network makes the following comments.

We, with help from our members, are assessing bicycle expenditure by local councils across Australia. This will generate a 'BiXE' (Bicycle Expenditure Index) rating – a figure which shows the amount of bicycle related spending per resident.

We have calculated the BiXE for Glen Eira's draft 2016-2017 budget as \$1.71 per person, which is below the threshold of \$5 per person per year.

To make progress on making the council more cycle friendly and allow more of the community to ride their bikes daily, the council should raise its expenditure on bikes to at least \$5 per head per year. Furthermore, the Bicycle Network would like to see a breakdown of the 'Bicycle Strategy Implementation' to understand which off road paths and on road networks are being developed.

Regards,

Bart Sbeghen

Advisor – Strategy and Projects



Level 4, 246 Bourke St, Melbourne VIC 3000

bicyclenetwork.com.au



1 Palm Avenue
North Caulfield
Victoria 3161
Australia
24 May 2016



Reference:

email

Chief Financial Officer,
Glen Eira City Council
PO Box 42
Caulfield South VIC 3162
Dear Sirs,

Subject: **Budget Submission 2016-2017**

PUBLIC OPEN SPACE (AND RECREATIONAL SERVICES)

The distribution of funds for these facilities and services are disproportionally distributed between Wards. More particularly there is no provision for securing or purchasing any new open space despite the Open Space Strategy strongly recommending securing new open space.

Uneven Distribution of funds.

Rosstown Ward

Booran Reserve	\$930,000	
Marara Rd Reserve	\$400,000	
EE Gunn Reserve	\$414,000	Total \$1,744,000

Tucker Ward

Pell St	\$100,000	
Bailey Reserve	\$550,000	Total \$650,000

Camden Ward

Hopetoun Gardens	\$400,000	Total \$400,000
------------------	-----------	-----------------

You can see that Camden Ward, despite contributing the greatest proportion of rates and the greatest proportion of the Public Open Space Levy to Council funds, has again received the lowest proportion of funds

(Do not forget that Tucker Ward received a huge \$45,000,000 public recreational benefit when GESAC was built, which incidentally provides more amenity to the Cities of Kingston and Monash than to Camden Ward. GESAC is still running at a loss.)

Securing New Public Open Space

Council must be collecting very significant sums of money from the Public Open Space Levy but the amount is not mentioned in the Budget Summary.

Despite this large amount of money, there is no provision in the Budget for purchase on any new open space.

The Open Space Strategy recommended new open space particularly for Gap Area CN1.

SUSTAINABILITY

Bicycle Strategy Implementation

The sum of \$250,000 for implementation of the bicycle strategy is totally inadequate for a municipality that has such a tiny amount of safe off road bicycle paths.

Please ensure that these significant deficiencies are rectified.

Yours faithfully,

Dr David S Dolan BE PhD FIEAust FIChemE

Friends of Caulfield Park

PO Box 2511 Caulfield Junction 3161



01/06/2016

Budget Submission 2016

FCP submit that the following items should be considered for inclusion in the 2016 budget. Some of them are capital items, but many are part of everyday park maintenance.

1. Revised plan.

The original plan of Caulfield Park was devised in 1999 and approved in 2001. In general, the life of such plans is considered to be 10 years and so at 17 years the existing plan is well out of date. Also, many deviations from the plan have occurred during its lifetime and the current status of the park is no longer accurately represented. A further plan is urgently needed to engage the community in the future of their major park.

2. Savings in the Budget

We understand that there are only limited funds for projects and have looked to find opportunities to defer or remove non-essential items in the budgeted amounts for Caulfield Park - an example is the concrete curbing along the perimeter.

- a. FCP have consistently questioned the need or purpose of the concrete curbing.
 - i. Many see it as ugly, visually boxing in the park and separating the walking track from the park area.
 - ii. It affords a place for weeds to grow along the edge, requiring extra maintenance.
 - iii. Others believe that it is dangerous as it fails to stop children running onto the abutting roads.
 - iv. If implemented on Balaclava Road it will be a hazard when sporting events take place.
- b. We would like to see the savings from such "cosmetic" projects redirected to some of the many items that are listed below. We are available to contribute to discussion of priorities on these or any other similar projects.

3. The West End of Caulfield Park

a. Vegetation

- i. A program of regular tree maintenance for older established trees
- ii. Restore and enhance the traditional flower/shrub beds, (see the FCP Vision submitted to CR. Magee when he was mayor.
- iii. Rehabilitation of the ground surface, which is very poor in the area north of the lake where the grass has not regrown since the lake refurbishment.
- iv. Replanting of the island, denuded of vegetation when the lake was cleaned but not replanted.

v. Removal of weeds (e.g. self-seeded privets near to Hawthorn Road.)

b. Infrastructure

- i. Replacement of the former Conservatory with a sensitively designed shelter. (See the FCP Vision). Currently the park affords neither shelter from rain or sun.
- ii. Cricket Pavilion upgrade, recently painted, but not in Council colours, as suggested in the FCP Vision). The surroundings are bare and dilapidated and the abutting fencing requires replacement..
- iii. More inviting park entrances on the north-west and north-east entrances (see FCP Vision).
- iv. Prompt replanting to replace trees removed.
- v. Information sources, almost non-existent. Information about the park should be readily available, perhaps in the form of a small brochure or information notices at the entrances to the park. Also, an in-park event noticeboard which would provide a suitable dispenser for the Tree Walk brochures.
- vi. Seating, currently being increased but not on the Inkerman Road side.
- vii. Properly maintained granitic paths
- viii. Replacement of board retaining wall around lake with bluestone

c. Fauna

- i. Dogs: rigorous enforcement of on-leash regulation
- ii. Wild life, some more formal care arrangement.

d. Other Opportunities

- i. Discourage use of bicycles on granitic walking pathways and the perimeter walking track around the park.
- ii. Clear signage to walks. More walks following further tree labelling could be developed.
- iii. Games. Informal games such as a chess board
- iv. More attractive rubbish bin covers.

Dr W. D Wilde

President

FCP





PO Box 325
Glenhuntly VIC 3163
www.glenhuntly-athletics.com

Pavilion and Track
Duncan Mackinnon Park, Cnr North
& Murrumbeena Roads
Murrumbeena VIC 3163

Mr Peter Swabey
Chief Financial Officer, Glen Eira City Council
Corner Glen Eira and Hawthorn Roads, Caulfield
PO Box 42
Caulfield South VIC 3162

Dear Mr Swabey,

RE: Budget Submission on Glen Eira City Council Draft Annual Budget 2016-17

Please see, attached, the submission on the budget by Glenhuntly Athletics, which is endorsed by the CEO of Athletics Victoria, Mr Glenn Turnor.

The Glenhuntly Athletics membership and Athletics Victoria were extremely disappointed when recently informed about the unsuccessful outcome of Glen Eira City Council's funding application to Sport and Recreation Victoria for the Duncan McKinnon athletics track upgrade.

However, we were further disheartened on realising that Council has made a subsequent decision not to allocate any monies to the track upgrade in its proposed Annual Budget 2016-17.

We call on Council to acknowledge the significance of the athletics track to not only the Glen Eira athletics population but to the community at large, notably the hundreds of school children in the region who wish to access the athletics track facility for training and competition each year, by making a commitment to a full and proper upgrade of the athletics track.

I would be more than happy to represent Glenhuntly Athletics and speak directly in person with you on the matters we raise in our submission.

Yours sincerely,

Kara Gilbert
President
Glenhuntly Athletics

A solid black rectangular box used to redact the signature of Kara Gilbert.



PO Box 325
Glenhuntly VIC 3163
www.glenhuntly-athletics.com

Pavilion and Track
Duncan Mackinnon Park, Cnr North
& Murrumbeena Roads
Murrumbeena VIC 3163

Submission on Glen Eira City Council Draft Annual Budget 2016-17

Our rationale for justifying a budget allocation for the Duncan McKinnon athletics track upgrade in the Glen Eira City Council's Annual Budget:

The upgrade will promote healthy lifestyles and community participation in sport

- This is a major objective of Council's investment in Recreation and Open Space and also of both State and Federal Governments
- Glenhuntly Athletics, Caulfield Little Athletics, Maccabi Athletics and Glen Eira Masters Athletics do a fantastic job of promoting a healthy and active lifestyle to hundreds of people in the municipality each year. With a fairly high population density in the region, the track provides access to athletics for a large number of people, young and old alike, from diverse backgrounds including Disability Victoria.
- It's time our track was upgraded to ensure that the people in the Glen Eira community have access to quality facilities in our own local community and a modern, safe track to compete and train on.

The upgrade will contribute to Council's key investment strategies as outlined in Council's Community Plan

- Open space, recreational facilities and sustainable infrastructure development all feature as key investment strategies in Themes 5 and 7 of the Council's Community Plan
- The Glen Eira City Council has stated, "Maintaining community assets and infrastructure is one of the Council's most important responsibilities".
- Glen Eira has the lowest amount of open space of any city in Melbourne so well maintained facilities are essential.
- The existing athletics track had its last upgrade (simple resurfacing) undertaken in 2004, so maintenance of the track is well overdue and the quality of the track is now significantly affected.

The upgrade will bring the athletics track in line with current standards for competition tracks

- Perhaps the most significant point for Council to consider in our submission is that Athletics Victoria does not consider the existing track competition worthy and the athletics track is at risk of being excluded from Athletics Victoria sanctioned events, including the Athletics Victoria program for summer season competition.
- We are aware that current advice to other organisations wishing to use the athletics track facilities (e.g., Victorian Deaf Society) is that the track is "unfit for use".



PO Box 325
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www.glenhuntly-athletics.com

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Duncan Mackinnon Park, Cnr North
& Murrumbeena Roads
Murrumbeena VIC 3163

- For the record, the CEO of Athletics Victoria, Glenn Turnor, has stated:

'Athletics Victoria conducted a facilities assessment on the condition of the track at Duncan McKinnon. The track surface is now unacceptable and we have no issue advising that competition and training should be relocated. The current state of the track surface has the potential to cause or aggravate injury to athletes training and/or competing due to tears and gaps in the track. The original submission to not only build the pavilion but resurface the track was welcomed by Athletics Victoria as a commitment by council to continue to maintain an outstanding facility. While this track is located 'Bayside' of the Lakeside Stadium, its location and accessibility will be a preference to many primary and secondary schools who are currently forced to use Lakeside Stadium at a substantially increased fee. Having Duncan McKinnon back on the rotation will not only benefit local athletes but will see a significant increase in revenue from associated sports carnivals which can be used to continue to maintain the facility. It would be prudent for Council to continue to invest in the facility which at present cannot be safely utilised without increasing the exposure and liability of Council to future injuries.'

- With the track in its current condition, there is a significantly restricted return on the investment in the new pavilion. Furthermore, this has serious implications for the people in the community, including the numerous secondary school students who wish to use the track for their school athletics competitions and training. The Council owes a duty of care to those in the community and for those accessing the athletics track.

The upgrade will positively impact athletics club memberships in the City of Glen Eira

- The failure of the track to be certified safe for competition also has serious implications on the "home grand" status of the track for the four major tenants (Glenhuntly Athletics, Caulfield Little Athletics, Maccabi Athletics and Glen Eira Masters Athletics) who pay rent to use the facilities at Duncan McKinnon Athletics Track.
- Trying to remain attractive to potential members and catering for existing members is challenging in this context. Providing a good training ground where our club members and members of the community (e.g., school children) can also compete is a minimum requirement for any sporting club.
- The athletics clubs based at Duncan McKinnon are clearly disadvantaged compared to other clubs in Victoria. This has led some to question the viability of continuing our tenancies at Duncan McKinnon Athletics Track.
- Glenhuntly Athletics has a declining membership, as we are reportedly losing athletes, who refuse to train on the existing track, to other clubs. There is anecdotal evidence that the hardening of the track in recent years is leading to an increase in athlete over-use injuries for those athletes who train there regularly. The hardness of the athletics track has been likened to concrete, and this must be increasing the injury risk and having detrimental affects not only on the club athletes but also on the many school children in the Glen Eira region who regularly hire the facility for training and competition.



PO Box 325
Glenhuntly VIC 3163
www.glenhuntly-athletics.com

Pavilion and Track
Duncan Mackinnon Park, Cnr North
& Murrumbeena Roads
Murrumbeena VIC 3163

The upgrade will enhance the return on the significant investment in the new pavilion and facilities

- The new pavilion is at risk of being classified a "white elephant" because the investment is not justified without the ability to host major athletics events.
- In line with Athletics Victoria's recommendations, secondary schools within the region are beginning to express concerns about the quality of the track and are considering their options for hiring other premises outside the Glen Eira zone for training and competition.
- The Council has already installed a new pole vault runway and new electrical facilities on the inside of the track - all going to waste as they are both there primarily for competition (not to mention the enormous stand above the new facilities going to waste).
- Our members of Glenhuntly Athletics were quite vocal when the original masterplan was developed for the grounds that the track upgrade was more important than the pavilion.

The upgrade will boost revenue-raising opportunities for tenant clubs and Council

- There is opportunity for our clubs to secure local advertising on the boundary fence of the athletics track, but only if we could show reasonable regular attendances at meets to warrant businesses spending a relatively small amount of money on some advertising. This money could be split between the various sporting clubs using the venue and Council. This is essentially an opportunity perhaps for clubs to self sustain to some extent but cannot possibly be realised unless we get regular competitions at the track.
- Tenant clubs are at risk of losing opportunities to sell merchandise and kiosk items on competition days - small amounts of money, but vital funds to run our clubs.

The upgrade will support the Federal Government's agenda to support women in sport

- Glenhuntly Athletics is proud to be the premiership women's athletics team in Victoria, with our female athletes winning premiership titles for successive years across both Winter and Summer seasons. Furthermore, we have an enthusiastic group of women competing at club level in the Master age groups, above 40 and 50 years, contributing to a strong social connection for women in the Glen Eira municipality. Loss of a training ground and quality competition venue represents a significant blight on female athletics in the City of Glen Eira, and certainly undermines any commitment the Council might have to supporting women in sport.
- The Government's Community Sports Infrastructure Fund has this year been extended to include a category that implements significant commitments to female friendly facilities and environments. It would seem appropriate for Glen Eira City Council to support this approach with a similar funding commitment.



PO Box 325
Glenhuntly VIC 3163
www.glenhuntly-athletics.com

Pavilion and Track
Duncan Mackinnon Park, Cnr North
& Murrumbeena Roads
Murrumbeena VIC 3163

A significant investment by Council in the track upgrade will be consistent with investment by other Councils in their athletic track facilities

- It is noteworthy that the Kingston Council has committed \$900,000 of rate payers' funds over the next two years to support the \$1.2 million project to upgrade the Moorabbin GR Bricker Reserve Athletics Track. The significant funding commitment by the Kingston Council undoubtedly helped them to secure \$300,000 for the project from the Community Sports Infrastructure Fund.
- We urge Glen Eira City Council to consider likewise significant commitment to the Duncan McKinnon Athletics Track upgrade.

Glenhuntly Athletics appreciates the commitment made by Council in previous budgets to the new building development at Duncan McKinnon Reserve, and we congratulate Council on achieving a successful completion of this project.

However, Glenhuntly Athletics questions the current plans to commit funding to upgrade the outer fitness track of the Duncan McKinnon reserve while allocating no funds at all to the upgrade of the inner athletics track.

Submitted on behalf of Glenhuntly Athletics by:

Kara Gilbert
President, Glenhuntly Athletics
Mob: [REDACTED]
[REDACTED]

Machol Israeli Dancing Club Inc.
c/- Mrs Esther Blumenthal-Skop
59 Filbert Street
Caulfield South 3162
Email: [REDACTED]
Phone: [REDACTED]
19 May 2016

The Chief Financial Officer
City Of Glen Eira
P O Box 42 Caulfield South 3162

Dear Sir/Madam

Re: Submission for Installation of Refrigerated Air-Conditioning at the Council Hall at Higgins Road Bentleigh.

We have been advised that the Council Budget for the financial year 2016/2017 is now being prepared. On behalf of the Machol Israeli Dance Club Inc. we wish to submit an Application for the installation of Refrigerated Air-Conditioning at the Council Hall in Higgins Road Bentleigh where our classes are held.

The reasons for our submissions are set out hereunder;

- 1/ We are a non-profit Israel folk dancing club. We have approximately 120 members.
- 2/ Dance classes are held 4 days per week.
- 3/ Our club has conducted dance classes at the hall for a continuous period in excess of 20 years.
- 4/ The bulk of our members are now senior citizens. With few exceptions our members live in the city of Glen Eira. Our oldest member is 87 years old and he is still a weekly attendee at the club.
- 5/ Israeli dancing is the major weekly recreation for our members. The dancing enhances their social life as well as their health and well-being. Many of our members only go out on the evenings that classes are held. Long term friendships have been developed and the exercise has helped significantly with the quality of their lives. One of our members was diagnosed with a very aggressive cancer almost 20 years ago. She is confident that attending the dance classes helped her to survive the illness.

6/ Due to the age of our members it has now become impossible to hold classes on hot days because the hall has no cooling. Israeli dancing involves strenuous exercise and classes have had to be cancelled often during the summer months. Many members have left the club permanently in recent years because of the summer heat.

7/ Our members been actively involved in community activities over the years. Members have performed Israeli dancing at community functions and at aged care facilities.

8/ At the club's own expense we have purchased cooling fans and portable evaporative coolers to reduce the temperature in the hall. Unfortunately this equipment is no longer adequate to provide a safe environment for our members to dance on hot days. Only refrigerated air-conditioning will be adequate to reduce the heat to a safe temperature for dancing in the hall. This benefit will also extend to all other Users of the Hall.

9/ We have always kept the hall in excellent condition when classes are held. Alcohol is never consumed on the premises by our members. We have paid our rent punctually. Over the 20 years at the hall we have paid a total sum in excess of \$400,000 to the Council.

10/ The existence of our club is now in a precarious situation because there is no air-conditioning at the hall. Members who cease dancing over the summer period generally tend to give up dancing altogether.

In conclusion, our club is now desperate to receive the support of the Council to install air-conditioning at the Hall. It will be a serious blow to senior citizens in the City of Glen Eira if they can no longer enjoy the benefits that they currently have each week attending the classes at the Council Hall in Higgins Road.

We know that with the introduction of Rate Capping your decision making has been made very difficult as you try to ration a reducing pool for Capital Works Funds, but we ask that you give favourable consideration to our request. Please help us to keep healthier and longer living.

We will be pleased to provide any further information that you may require.

Yours Sincerely

Machol Israeli Dancing Club Inc.



Esther Blumenthal-Skop (President)

Peter Swabey

From: Glen Eira City Council
Sent: Monday, 6 June 2016 2:23 PM
To: Peter Swabey
Subject: FW: Budget Submission

From: Malcolm and Elinor
Sent: Monday, 6 June 2016 2:17 PM
To: Glen Eira City Council
Subject: Budget Submission

Dear Councillors

I wish to make a budget submission regarding the upcoming budget. I am very disappointed at the lack of funding in the last 2 years given to bicycle infrastructure, particularly when there are so many parts of the council's Bicycle Strategy that have not yet been implemented. Could you please ensure that there is enough money put aside in the budget to allow for all of the proposed works to occur.

Yours sincerely,

Malcolm Dow

Glen Eira Bicycle Users Group

Dear Councillors

Glen Eira Budget 2016-17

Thankyou for allocating a budget of \$250,000 towards implementing the Glen Eira Bicycle Strategy. Can you please increase this allocation to \$500,000 to develop a bicycle network that supports people aged 8 to 80 and not just the current plans that cater mostly for confident road riders?

The \$250,000 budget is not enough to achieve the *Draft Annual Vision Theme 2 to promote safe movement of pedestrians and bicycles* in Glen Eira for people of all ages any time soon. The Bicycle Strategy is outdated, written to end in 2015, and unambitious given growing recognition of the benefits of active travel for health, community, carbon and air pollution and reducing traffic. Most disappointingly the Bicycle Strategy does not consider riding to school and attracting new people to ride.

The Integrated Transport Plan proposes to audit the safety for walking and riding of just 1 of Glen Eira's 40 schools each year. I am in favour of long-term planning but a limited budget that delays a safe walk or ride to school for all Glen Eira kids 40 years is surprising! Last week The Action Plan for the Integrated Transport plan considered by the New Transport Committee suggested boosting that to 2 schools per year. Is a twenty year program instead of a 40 year program really much better for our kids? State and Bicycle Networks Ride2School and Active Paths program funds and works with councils and groups of schools. By limiting funds to 1 or 2 schools per year, Glen Eira Council is excluding Glen Eira Schools from these programs. Which Glen Eira kids can afford to wait 20 years for a safe ride or walking route to school? And that is just the safety audit not the actual built safety improvements such as new safe road crossings, Bike Education, and active travel promotion. Does Glen Eira Council really want to delay for decades attracting new cyclists to riding ie kids and their safety conscious mums and instead encourage more cars?

When will Glen Eira complete these key projects, given the proposed limited funding and unambitious outdated bike plan;

- the Rosstown Rail trail including all needed safe crossings at busy roads and clear navigation signs
- The Frankston Railway line trail between Caulfield and Mooraabin – with no breaks at cross streets
- The Dandenong Railway line path
- Safe cycling routes to all schools including secondary schools with measures like 40km speed limits, bike lanes to schools continuing through intersections, Copenhagen style separated bike lanes so year 7 kids aged 12 are safe to cycle to school on the road
- Bike parking at community facilities such as the Caulfield Recreation Centre and shopping Centres – bike parking requested at shopping centres and cafes has not been installed, maybe due to limited budget
- Removing road blockages on key bike routes outlined in the Bike Plan eg Moira Ave between Glen Eira Road and the Carnegie Pool
- Complete the Bicycle Strategy Actions and develop a new Bicycle Plan that caters for a wider range of cyclists such as kids, older people, safety conscious women, new riders?

Bicycle infrastructure usually provides exceptionally high cost benefit ratios compared to other infrastructure projects. In the Local Area Traffic items to be funded by this budget can you please ensure that Council does not fund new speed humps, roundabouts, road blockages etc that detract from Glen Eira's current bike network?

Lower Glen Eira rates compared to other local councils are disappointing as they provide poorer services and facilities such as bicycle networks. I would prefer to pay higher rates and have decent services and facilities. Glen Eira should seek to increase rates to overcome the shortfall in services from keeping rates so unusually low over decades.

Cheap bike infrastructure such as painted bike lanes provide for the 10percent of riders who are confident to ride in traffic – and not the further 60percent of people who would ride more or start riding if there were safe routes protected from traffic. Glen Eira needs to lift its investment in cycling and walking to achieve a municipality where people of all ages can walk and cycle in safety.

Thanking you,

Catherine Mc Naughton

Item 9.4**BUSINESSES AFFECTED BY THE FRANKSTON LINE LEVEL CROSSING REMOVAL
WAIVING PENALTY INTEREST**

**Enquiries: Peter Swabey
Chief Financial Officer**

1. Purpose

To approve the waiving of interest for businesses affected by the level crossing removals.

2. Community Plan

Theme 4: Governance.

3. Background

Section C of Council's Payment of Rates Policy allows for interest to be waived in extreme circumstances.

Council has been approached by ratepayers seeking an extension of time to make payments of rates and charges without penalty interest. These ratepayers stated that their businesses have suffered substantial losses due to the level crossing works and are finding it difficult to pay outgoings such as rent and overheads.

The areas affected by these works are Bentleigh, Ormond and McKinnon shopping strips. We have sufficient anecdotal evidence to believe that there is considerable impact on business turnovers given the amount of works and closures occurring.

4. Proposal

On a case by case basis, penalty interest will be waived for ratepayers who enter into a payment arrangement. The waiver will apply to overdue rates and charges raised from 1 July 2015 but not on any arrears prior to that date. Where the ratepayer is not the owner of the property the owner will be notified of that arrangement to make them aware of any potential liability that they may incur.

It is suggested that the period of the waiver be from 1 July 2015 until 30 June 2017, which should give the businesses affected time to re-establish their operations.

5. Recommendation

That Council waives interest for the period 1 July 2015 until 30 June 2017 for the Bentleigh, Ormond and McKinnon Street traders, where ratepayers have entered into a payment arrangement.

Crs Hyams/Esakoff

That the recommendation in the report be adopted.

The MOTION was put and CARRIED unanimously.

Item 9.5

VCAT WATCH
7 June 2016

Enquiries: Michael Henderson
Supervising Planner (VCAT)

1. PURPOSE

To report to Council recent VCAT decisions.

The VCAT process allows appellants to amend their proposal between the time that Council makes a decision and the time VCAT considers the matter. Section 84B of the Planning and Environment Act requires VCAT to “take into account” any relevant Planning Policy, not necessarily apply it.

2. DECISIONS

ADDRESS	75 MACKIE ROAD BENTLEIGH EAST
PROPOSAL	SELL PACKAGED LIQUOR IN ASSOCIATION WITH THE SUPERMARKET
COUNCIL DECISION	REFUSAL (RESOLUTION)
PROPOSAL CONSIDERED BY VCAT	THE PROPOSAL WAS NOT AMENDED PRIOR TO THE VCAT HEARING
VCAT DECISION	PERMIT
APPELLANT	KAMAL KOHLI

“Given Council’s policy to maintain the viability of strip shopping centres and concern that some centres are in danger of losing their retail role, I conclude the proposal to improve the viability and service of the existing supermarket by the introduction of packaged liquor sales is supported in Council’s local business planning policy.”

“I find consideration of the cumulative impact of licensed premises is not a matter of significance in this application.” VCAT Member – Frank Dawson

- The subject site is located within the Commercial 1 Zone and is designated as a Local Centre.
- The application was refused on grounds relating to the cumulative impact of liquor licences in the area and the subsequent detrimental impact on the amenity of the area.
- The Tribunal held that there was Local Planning Policy support for the proposal due to the increased financial viability for the supermarket with the ability to sell packaged liquor.
- Further, the Tribunal held that the cumulative impact of licenced premises was acceptable on the amenity of the area, noting that the proposal was unlikely to attract a significant number of people visiting the area.
- On that basis, the Tribunal set aside Council’s refusal.

Item 9.5 (Cont'd)

ADDRESS	23-25 ROTHSCCHILD STREET, GLEN HUNTLY
PROPOSAL	CONSTRUCTION OF A THREE-STOREY BUILDING, COMPRISING 26 DWELLINGS
COUNCIL DECISION	REFUSAL (MANAGER)
PROPOSAL CONSIDERED BY VCAT	THE PROPOSAL WAS AMENDED BY THE APPLICANT PRIOR TO THE VCAT HEARING BY THE SUBSTITUTION OF DIFFERENT PLANS TO THAT ORIGINALLY CONSIDERED BY COUNCIL. THE KEY CHANGES TO THE PROPOSAL WERE AS FOLLOWS: <ul style="list-style-type: none"> • REDUCTION IN THE NUMBER OF DWELLINGS BY TWO (FROM 26 TO 24); • INCREASED SETBACKS FROM THE STREET; • INCREASED REAR BOUNDARY SETBACKS; • ALTERATION TO THE CAR PARK LAYOUT.
VCAT DECISION	REFUSAL
APPELLANT	STELLER ELITE PTY LTD

“A greater front setback is required at all levels. The starting point should be a setback which complies with Standard B6.

The acceptability or otherwise of such a setback is, of course, dependent on the design response and on the architecture of the building. It may well be that compliance with Standard B6 would be a justifiable requirement in order to achieve an acceptable streetscape and neighbourhood character outcome. In addition, the top level should have a front setback which exceeds that of the lower two levels, in order to appropriately acknowledge, and respond to, the lower-scale dwellings on the opposite side of the street.” VCAT Member – Bill Sibonis

- The subject site is located within the General Residential Zone and the Glen Huntly Neighbourhood Centre.
- The application was refused on grounds relating to neighbourhood character, visual dominance and car parking. The application also failed to satisfy a number of ResCode requirements such as front setbacks, landscaping and overlooking.
- The Tribunal held that there was policy support for a three-storey building on the site. However a three-storey building must be mindful of its context. On that basis, the Tribunal held that:
 - The front setbacks were inappropriate;
 - The design detailing of balconies resulted in an unreasonable level of bulk and mass;
 - The application fails to afford for appropriate post-construction landscaping opportunities that is commensurate with the developments scale; &
 - The location of secluded private open space and associated high front fencing is not responsive of the character.
- On that basis, the Tribunal affirmed Council's refusal.

Item 9.5 (Cont'd)

ADDRESS	1 WAHGOO ROAD, CARNEGIE
PROPOSAL	CONSTRUCTION OF A TWO STOREY RESIDENTIAL AGED CARE BUILDING
COUNCIL DECISION	REFUSAL (RESOLUTION)
PROPOSAL CONSIDERED BY VCAT	THE PROPOSAL WAS AMENDED BY THE APPLICANT PRIOR TO THE VCAT HEARING BY THE SUBSTITUTION OF DIFFERENT PLANS TO THAT ORIGINALLY CONSIDERED BY COUNCIL. THE KEY CHANGES TO THE PROPOSAL WERE AS FOLLOWS: <ul style="list-style-type: none"> • RELOCATION OF VEHICLE ACCESSWAY; • INCREASE CAR PARKING SPACES (38 TO 46); • INCREASED LANDSCAPING; • INTERNAL ALTERATIONS.
VCAT DECISION	APPROVAL
APPELLANT	JEWISH CARE (VICTORIA) PTY LTD

“On my review, it is clear that State and local policy recognise that the built form response for a facility such as this will not be the same as the one and two dwellings per lot that can otherwise be expected in the NRZ. While there is no doubt that the interface with existing residential properties must be acceptable, there is also a need to ensure that the opportunities to use rare sites like this, that can accommodate a residential aged care facility expressly to service local needs, are grasped.” VCAT Member – Margaret Baird

- The subject site is located within the Neighbourhood Residential Zone and the Minimal Change Area.
- The application was refused on grounds relating to neighbourhood character, extent of the first floor being excessive, amenity impacts onto adjoining properties, lack of landscaping, internal amenity and location of the vehicle accessway.
- In determining the application, the Tribunal found that there is a demonstrated need for aged care facility in the area. The Tribunal noted that an aged care facility will typically have a different scale and intensity than surrounding residences and the design of this facility is acceptable.
- Furthermore, the Tribunal considered internal amenity and landscaping to be acceptable and held the view that permit conditions could address issues relating to overlooking and relocation of the substation.
- Council's original concerns in relation to vehicle safety were addressed in the amended plans lodged at VCAT. The vehicle crossover was moved away from the intersection of Wahgoo Road and Hethersett Grove.
- On that basis, the Tribunal directed that a permit be granted subject to conditions.

Item 9.5 (Cont'd)

Crs Lipshutz/Hyams

That Council note:

- 1. The reported planning decisions of the Victorian Civil and Administrative Tribunal (VCAT).**
- 2. VCAT and officer comments.**

The MOTION was put and CARRIED unanimously.

VCAT WATCH**NEW APPEALS LODGED*****MAJOR CASES***

COMPULSORY CONFERENCE	FULL HEARING	APPEAL NO.	PROPERTY	PROPOSAL	ZONE	COUNCIL DECISION	APPEAL AGAINST
28 June 2016	9 August 2016	P773/2016	79-83 Mitchell Street, Bentleigh	Construction of a four-storey building comprising 41 dwellings	RGZ	Refusal (Manager)	Refusal (Applicant)

PLANNING AND ENVIRONMENT LIST

HEARING DATE	APPEAL NO.	PROPERTY	PROPOSAL	ZONE	COUNCIL DECISION	APPEAL AGAINST
11 July 2016	P695/2016	45 Daley Street, Bentleigh	Construction of two double-storey dwellings	NRZ	Permit (DPC)	Conditions (Applicant)
15 July 2016	P709/2016	17 Santaram Street, Bentleigh East	Construction of two double-storey dwellings	NRZ	Permit (Manager)	Conditions (Applicant)
17 August 2016	P654/2016	7 Quinns Road, Bentleigh East	Construction of five double-storey dwellings	GRZ	Permit (DPC)	Conditions (Applicant)
18 August 2016	P855/2016	669-673 Centre Road, Bentleigh East	Modification to an existing permit allowing the construction of a four-storey building. The proposed changes seek to: <ul style="list-style-type: none"> • Increase the number of dwellings from 30 to 32; • Redesign the basement car park; and • Reduce the ground floor retail area. 	C1Z	Refusal (Manager)	Refusal (Applicant)
12 September 2016	P666/2016	572-574 Inkerman Road & 2-4 Princes Street, Caulfield North	Construction and use of a Place of Assembly associated with the Synagogue	GRZ	Permit (Resolution)	Conditions (Applicant)
20 September 2016	P745/2016	31 Rothschild Street, Glen Huntly	Construction of five double-storey dwellings	GRZ	Refusal (DPC)	Refusal (Applicant)
21 September 2016	P683/2016	652-654 Glen Huntly Road, Caulfield South	Construction of a four-storey building comprising 12 dwellings	C1Z	Permit (Resolution)	Conditions (Applicant)
26 September 2016	P733/2016	34 Bent Street, Bentleigh	The use and development of the land for a two-storey child care centre	GRZ	Refusal (DPC)	Refusal (Applicant)
29 September 2016	P738/2016	3 Maree Street, Bentleigh East	Construction of two double-storey dwellings	NRZ	Refusal (Manager)	Refusal (Applicant)
4 October 2016	P764/2016	20 Wheeler Street, Ormond	Construction of six three-storey and one double-storey dwelling	GRZ	Refusal (Manager)	Refusal (Applicant)
6 October 2016	P808/2016	44 Seymour Road, Elsternwick	Alterations to the existing dwelling and construction of a double storey dwelling	NRZ	Refusal (Manager)	Refusal (Applicant)

Item 9.6**MONTGOMERY REST HOME**

Enquiries: Ron Torres
Director Planning and Transport

**1. PROPOSAL**

At the 17 May 2016 Ordinary Council Meeting, Council resolved:

That Officers prepare a report informing council of our options should Heritage Victoria determine that the building known as Montgomery House located at 294 Kooyong Road not meet the threshold for state significance. The report should outline how we can assess and determine the potential local significance of this building which has played such an important role in our history.

2. COMMUNITY PLAN

Development and Planning

3. BACKGROUND

- Montgomery Rest Home is claimed to be the last remaining purpose built Red Cross rest home that opened after World War 1.
- On 4 April 2016, Council was advised by Heritage Victoria (State Government) that a nomination was received by the Glen Eira Historical Society to include Montgomery Rest Home on the Victorian Heritage Register.
- The Executive Director of Heritage Victoria will make a recommendation on whether the Heritage Council should include the Montgomery Rest Home in the Victorian Heritage Register on Friday 10 June 2016. This date was originally to be Friday 20 May 2016.

Item 9.6 (cont'd)

- The recommendation is not the final decision. The recommendation must be placed on public notice for 60 days from the recommendation date to allow the opportunity for public submissions. The process may include a hearing if submissions are received.
- The Heritage Council will make its decision after the public notice stage.
- At the 17 May 2016 Ordinary Council Meeting, Council resolved to issue a Notice of Decision to Grant a Planning Permit for use and development of the land at 294 Kooyong Road, Caulfield for an aged care facility with a condition requiring full retention of the Montgomery Rest Home building.
- No permanent or interim heritage controls currently apply to the subject land. Therefore, demolition of the building does not currently require planning permission.
- Council's Building Department is monitoring private building surveyor notifications and will alert Heritage Victoria if a proposal to demolish this building is submitted. Should this occur, Heritage Victoria has the power to place an Interim Protection Order over the building for the duration of the advertising period and until a decision is made by the Heritage Council.

4. OPTIONSState Protection

The Heritage Council will decide if Montgomery Rest Home is of State heritage significance.

If it is deemed worthy of protection, then the landowner would need to obtain permission from Heritage Victoria to alter or demolish the building.

Should it be decided by the Heritage Council that the building is not worthy of State protection, then the landowner could demolish the building after obtaining a demolition permit from a private building surveyor.

Local Protection

A Heritage Overlay would introduce planning controls on the land. A Heritage Overlay ensures that Council permission is first obtained before demolition or alteration of the building could proceed.

Any proposed local application of heritage protection must complete a Planning Scheme Amendment process. This would involve a public exhibition phase and potentially a review of the amendment and submissions by an independent panel (appointed by the Minister for Planning). Should Council resolve to adopt the amendment, the successful completion of this process culminates in the approval of the amendment by the Minister for Planning.

The preparation of a Planning Scheme Amendment for the purpose of a Heritage Overlay would require a detailed and extensive citation to be prepared, justifying the need to protect the building. The citation would provide a history, description and reasons Montgomery Rest Home is an important part of Glen Eira's heritage. This document would need to be prepared by an expert Heritage Consultant.

The recent planning permit application, by Hammond Care, to demolish the Montgomery Rest Home and construct an aged care facility, attracted ten objections. The objections centred on the heritage significance of the building. Two objectors, the National Trust of

Item 9.6 (cont'd)

Australia and the Glen Eira Historical Society, presented detailed historical information on the building.

Any person or body can initiate a planning scheme amendment to introduce a Heritage Overlay. The National Trust of Australia or the Glen Eira Historical Society would be well placed to initiate such an amendment, given their expertise and extensive knowledge of the building.

5. RECOMMENDATION

That Council:

- notes this report
- reviews its position after the completion of the Heritage Victoria process

Crs Delahunty/Magee

- (a) **That Council note the report.**
- (b) **That this report be updated and placed on the meeting agenda immediately following the handing down of the recommendation from Heritage Victoria.**

The MOTION was put and CARRIED unanimously.

Item 9.7**MELBOURNE METRO RAIL
SOUTH YARRA STATION****Ron Torres
Director Planning and Transport****1. PROPOSAL**

At the Ordinary Council Meeting of 17 May 2016 (Item 9.10 *Melbourne Metro Rail Project*), Council resolved:

“That a further item be submitted providing further details on the business case proposal by the Melbourne Metro Rail project and the case proposed by Stonnington City Council.”

2. COMMUNITY PLAN

Theme 2 - Traffic, parking and transport: to promote the safe movement of pedestrian, bicycle and vehicle traffic in a way that minimises the impact of traffic and parking on the local amenity and physical environment.

3. BACKGROUND

The Melbourne Metro Rail Authority (MMRA) business case for the development of the civil works and network enhancements for the Melbourne Metropolitan Rail Project (Melbourne Metro) is publically available on their website at the following link:

<http://melbournemetro.vic.gov.au/about-the-project/business-case>

The business case proposes twin nine kilometre rail tunnels from Kensington to South Yarra as part of a new Sunshine to Dandenong Line, including tunnel portals and five new underground stations at Arden, Parkville, CBD North, CBD South and Domain, as shown in Figure 1.

Item 9.7 (cont'd)

Figure 1: Melbourne Metro concept plan

The business case uses a detailed financial model to assess Melbourne Metro, based on a \$10.9 billion expenditure for the proposal shown in Figure 1.

Appendix 2 of the Business Case details the options assessment methodology and detailed options analysis undertaken in relation to the project options set out in Chapter 7 of this Business Case. This includes analysis of the preferred alignment and station location in Study Area E: at South Yarra. Figures 2 and 3 show the nominated study area and the decisions to be considered in the South Yarra precinct.

Item 9.7 (cont'd)

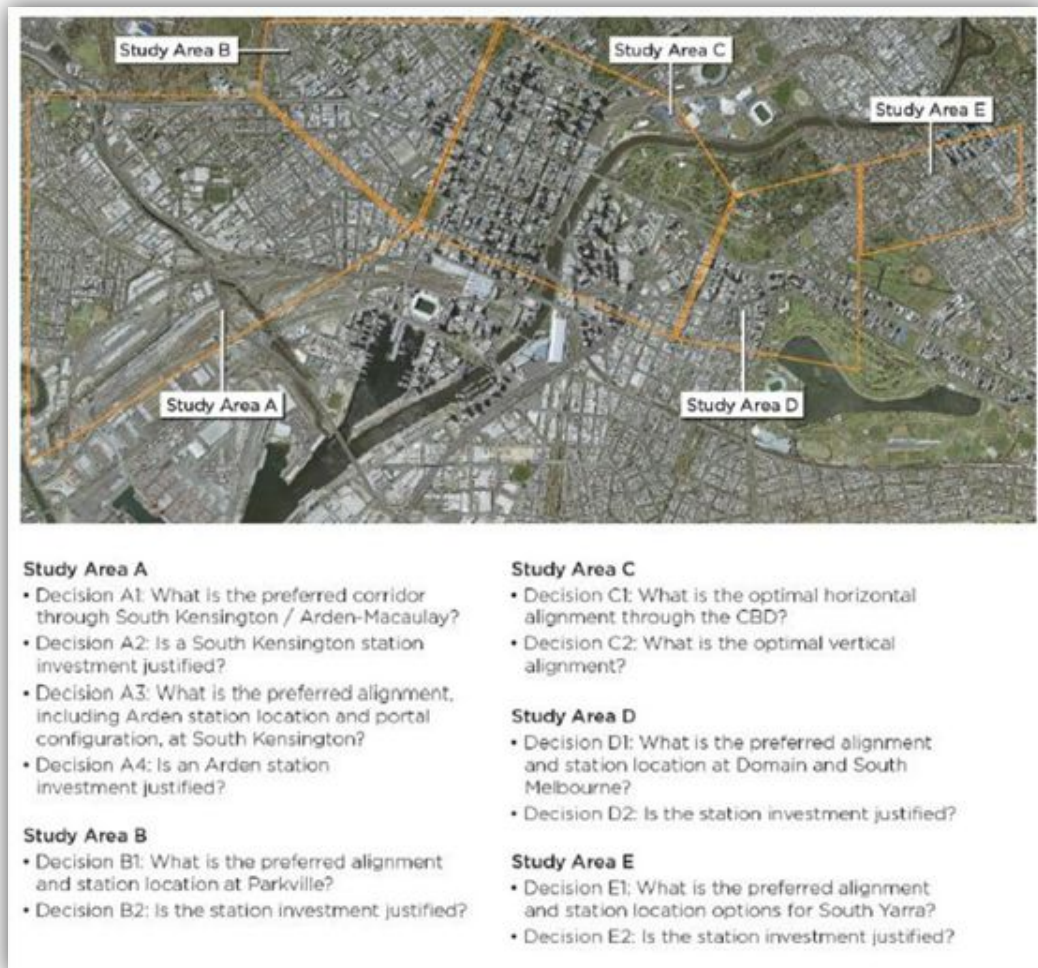


Figure 2: Options Analysis Study Areas

Study Area E: South Yarra	<p>Decision E1A: What is the preferred alignment and station location for South Yarra?</p> <ul style="list-style-type: none"> • Project option E1A-1: No direct interchange (Baseline) • Project option E1A-2: Direct interchange <p>Decision E1: Is the station investment justified?</p> <ul style="list-style-type: none"> • Project option E1-1: No station (Baseline) • Project option E1-2: New interchange station
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Figure 3: South Yarra Study Area Decision Points

Item 9.7 (cont'd)

An extract from the options analysis with the detail about the South Yarra Study Area E is attached at Appendix 1 of this report. The options analysis of Study Area E found that the project should proceed without a new interchange at South Yarra Station. This decision seems to be based on two main factors, including:

- a. Improving Access to jobs and stimulating urban renewal;
- b. Deliverability and disruption; and
- c. Cost – the interchange was costed at an additional \$700M to \$970M*.

*The detail workings to arrive at the additional cost of \$700M to \$970M are not publically available at this time.

4. STONNINGTON CASE FOR SOUTH YARRA STATION

Stonnington City Council's case for the construction of an interchange at South Yarra Station disputes the findings of the Melbourne Metro business case with respect to access and patronage, and cost. Stonnington's case has been developed based on their own data and traffic modelling. Stonnington has asked Melbourne Metro to provide more information to demonstrate that it has accurately considered the impact on commuters that currently utilise South Yarra Station.

Stonnington's data and analysis, presented at Appendix 2 of this report, seems to contradict the baseline and predicted data that the Melbourne Metro Rail project has considered, as follows:

- a. Stonnington's pedestrian counts show 28,000 commuters a day used South Yarra station in 2016. By contrast, the State Government's projections state that only 23,000 will use the station in 2031.
- b. Stonnington transport experts project an interchange station at South Yarra could benefit an additional 65,000 commuters a day on the Frankston and Sandringham lines by 2031. This includes approximately 10,000 people who use the Frankston line and get on/off between Caulfield and South Yarra – some of whom will be Glen Eira residents.

Stonnington also argues that the cost of upgrading the existing South Yarra Station should not be considered in the costing for the options analysis, as the station requires upgrade regardless of the Melbourne Metro project. They advocate for this upgrade to be undertaken as a separate project, concurrent with the Melbourne Metro Rail Project.

Stonnington finds that its proposal, excluding the cost of upgrading the station, limiting changes to Sandringham line platforms and relocating the Dandenong/Frankston line switch further East, will actually save the State Government in the order of \$300M. Glen Eira City Council has been unable to access the detail workings to arrive at this cost/saving.

Stonnington City Council has continued its advocacy to the State Government with respect to the inclusion of South Yarra Station in the Melbourne Metro Rail project. It is understood that it is currently awaiting follow up information to be provided by the

Item 9.7 (cont'd)

Project team with respect to base line patronage information and traffic modelling data that has been used to develop the business case.

5. ENVIRONMENT EFFECTS STATEMENT

The project is being assessed through an Environment Effects Statement (EES) process. The EES is an integrated evaluation of the potential environmental, social, economic and planning aspects of the project, and the approach to managing the impacts. The EES commenced a period of public exhibition on 25 May 2016 and detailed documents are now available at the following link:

<http://melbournemetro.vic.gov.au/home>

Submissions on the Melbourne Metro EES and draft Planning Scheme Amendment are invited during the public exhibition period, with all submissions to be received by 6 July 2016.

6. RECOMMENDATION

That Council notes this report.

Item 9.7 (cont'd)**Crs Sounness/Lipshutz****That Council**

- 1) acknowledges that the Melbourne Metro Rail Project is a much needed infrastructure project which will when completed enhance Melbourne's efficiency, liveability and growth and which will provide both direct and indirect benefits to Glen Eira residents
- 2) considers the City of Stonington's submission advocating for an interchange or connection with South Yarra and questioning some of the assumptions made by the Melbourne Metro Rail Project Authority for the proposed alignment to have some merit.
- 3) generally supports the City of Stonington's position in advocating for an interchange with South Yarra Station, either as part of the Melbourne Metro Project or, as preferred by the City of Stonington, as part of the South Yarra Station upgrade, subject to
 - a. the high capacity signalling technology upgrade for the Metropolitan Train Network being progressed.
 - b. the proposed new high capacity Metro train service between Dandenong and Sunshine being part of Public Transport Victoria's goal of restructuring of the Metropolitan Train Network resulting in there being 6 independent train lines.
 - c. the estimates & projections of cost, traffic and economic generation being robust.
 - d. provision being made for a future connection of the Melbourne Metro rail line to Caulfield Station, as outlined in P21 of the Melbourne Metro Business Case – Appendix 1.

DIVISION**Cr Lobo called for a DIVISION on the voting of the MOTION.**

FOR	AGAINST
Cr Sounness	Cr Delahunty
Cr Lipshutz	Cr Lobo
Cr Esakoff	Cr Magee
Cr Hyams	
Cr Ho	
Cr Pilling	

On the basis of the DIVISION the Chairperson declared the Motion CARRIED.

APPENDIX 1

Extract From Appendix 2 of the Melbourne Metro Rail Business Case

Sourced from http://melbournemetro.vic.gov.au/_data/assets/pdf_file/0005/40478/MM-Business-Case-Feb-2016-APPENDIX-02.PDF on 24 May 16

7.2. Decision E1A: What is the preferred alignment and station location in this Study Area?

7.2.1. Options identification

The preferred station location in South Yarra is largely determined by the Domain Station location identified in Study Area D.

A broad range of potential South Yarra station locations have been considered for the purposes of the project, including:

- A new station south of Toorak Road
- The provision of new platforms under or adjacent to the existing station
- A new station at the Jam Factory (no interchange with existing station).

The key findings of the various assessments were as follows:

- Compared to options located under or adjacent to the existing station, options south of Toorak Road were found to be less disruptive to build and better able to preserve an alignment that supports the preferred location for a station at Domain
- A new station at the Jam Factory is less desirable than options that are proximate to the existing South Yarra Station as it would not provide for an interchange with the Sandringham line, would be in close proximity to the existing Hawksburn station and the small incremental land development opportunities would not justify the capital cost premium associated with this option

The current options assessment process has therefore focused on options to the south of Toorak Road, specifically in the vicinity of the current station. Four potential options were identified and considered for the purpose of this options assessment.¹⁷ All four of these options involve the provision of two new platforms at South Yarra, with the new Melbourne Metro lines connecting to the existing Dandenong rail lines south of the existing South Yarra Station. Two of the options provide suitable examples to set out the range of potential capital costs and other key implications for the purposes of assessing the merits of adding an interchange station at South Yarra. This assessment therefore focuses on these two potential options.

Table 22 – South Yarra alignment and station location options

Project Option	Description
E1A-1: New station with no direct interchange	<p>This option involves the provision of a new station located to the west of the existing South Yarra Station and south of Toorak Road.</p> <p>In this option, the track works are limited to the west of Chapel Street to avoid affecting Chapel Street Bridge, the Jam Factory and properties to the east of Chapel Street. This constrains track geometry, meaning that the station box cannot be constructed under the existing Sandringham line (mainly because the gradient would be too steep between the new underground platforms and the existing surface level Cranbourne/Pakenham line tracks to the west of Chapel Street). As a result, under this option there is no direct interchange connection with the existing South Yarra Station (customers interchanging would need to leave the paid station area and cross Toorak Road at street level).</p>
E1A-2: New station with direct interchange	<p>This option involves the provision of two Melbourne Metro platforms located to the south of the existing South Yarra Station.</p> <p>In this option, the eastern portal is shifted to the east so that the new station box can be positioned directly under the existing Sandringham line. The Sandringham line platforms would be relocated to south of Toorak Road, enabling a direct connection with the new platforms and therefore providing a direct interchange between Melbourne Metro and other services (without leaving the paid station area). This would involve impacts on properties to the east of Chapel Street, predominantly affecting the south side of the rail reserve (including potential for significant disruption to key commercial properties), and would require the Chapel Street Bridge to be rebuilt, limiting traffic access for significant periods of time.</p>

¹⁷ AJM, South Yarra MM Platforms – Technical Options Study (2015).

Figure 9 illustrates the South Yarra station options.

Figure 9 – South Yarra station options



7.2.2. Options assessment

These options have been assessed according to the evaluation criteria outlined earlier. A summary analysis for each key option to include a new South Yarra station is provided in Table 22¹⁸, noting that neither of these options are included in the Baseline.

Whilst option E1A-1 involves less disruption and lower capital costs, option E1A-2 provides significantly better interchange and customer outcomes. Further analysis would be required to develop these options and identify which was preferred, should a station be included in the project. In order to give the station its most favourable assessment, option E1A-1 (lowest cost and disruption) has been assumed regarding deliverability & disruption and cost aspects and option E1A-2 (best interchange) regarding access and urban renewal aspects, for the purposes of the analysis in the following section.

Decision E1A: What is the preferred station location at Toorak Road?

A preferred station location has not been identified at this time, rather the best attributes of each option are retained for the purposes of assessment against an alignment that does not include a South Yarra interchange station.

¹⁸ MMRA (2015) South Yarra Station Options Assessment.

Table 22 - Summary assessment for Decision E1: South Yarra station location

Project Option	EVALUATION CRITERIA		
	1. ACCESS & URBAN RENEWAL	2. DELIVERABILITY & DISRUPTION	3. COST
E1-1: New station with no direct interchange	<ul style="list-style-type: none"> (-ve): To move between the old and new stations, customers would be required to exit the station and cross Toorak Road at street level, involving an estimated interchange time of approximately 6 minutes between the Sandringham and Melbourne Metro platforms and 7 minutes between the Frankston and Melbourne Metro platforms (centre of platform to centre of platform). This is suboptimal from a customer experience and connectivity perspective. (neutral): The inclusion of Melbourne Metro platforms at South Yarra would not materially improve access to jobs. South Yarra is well serviced by public transport even without a new Melbourne Metro station, passengers at South Yarra will have access to improved capacity and more frequent services on the Frankston and Sandringham Lines, including short starter services in the South Yarra area which means these trains will be less crowded during peak periods. Local residents can also access tram services directly from South Yarra to Domain. In addition, a range of alternative interchange options exist (notably Caulfield, Flinders Street and Melbourne Central Stations) for passengers commuting on the Cranbourne and Pakenham Lines who wish to travel to South Yarra and other CBD stations. (neutral): Including a new interchange station at South Yarra has limited impact on urban renewal given the extent of development that has already taken place or is currently underway. 	<ul style="list-style-type: none"> (-ve): This option would require numerous additional freehold property title acquisitions compared to the Baseline, affecting both residences and businesses. (-ve): This option could require significant track realignment with a rail to rail grade separation near Caulfield, resulting in significant disruption to rail services during construction. 	<ul style="list-style-type: none"> (-ve): Estimated to involve an incremental capital cost increase of approx. \$700m compared to the Baseline (which involves no new interchange station at South Yarra).

Project Option	EVALUATION CRITERIA		
	1. ACCESS & URBAN RENEWAL	2. DELIVERABILITY & DISRUPTION	3. COST
E1-2: New station with direct interchange	<ul style="list-style-type: none"> (-ve): It is estimated that it would take approximately 1 minute and 30 seconds to travel between the Sandringham and Melbourne Metro platforms and 4 minutes to travel between the Frankston and Melbourne Metro platforms (centre of platform to centre of platform). (+ve): This option would provide additional access to the South Yarra station from Chapel Street via Arthur Street. (neutral): The inclusion of Melbourne Metro platforms at South Yarra would not materially improve access to jobs. South Yarra is well serviced by public transport even without a new Melbourne Metro station, passengers at South Yarra will have access to improved capacity and more frequent services on the Frankston and Sandringham Lines, including short starter services in the South Yarra area which means these trains will be less crowded during peak periods. Local residents can also access tram services directly from South Yarra to Domain. In addition, a range of alternative interchange options exist (notably Caulfield, Flinders Street and Melbourne Central Stations) for passengers commuting on the Cranbourne and Pakenham Lines who wish to travel to South Yarra and other CBD stations. (neutral): Including a new interchange station at South Yarra has limited impact on urban renewal given the extent of development that has already taken place or is currently underway. 	<ul style="list-style-type: none"> (-ve): Although both options would involve significant rail disruption during construction, the rail disruption is likely to be more severe under this option as a result of the complexity of the track realignment works. (-ve): It would be necessary to demolish and reconstruct Chapel Street Bridge. This could be undertaken in stages to maintain local access but would still involve significant disruption affecting the route 78 tram, road users, pedestrians and the Chapel Street precinct more broadly. (-ve): This option would require numerous additional freehold property title acquisitions compared to the Baseline, affecting both residences and businesses (and more than option E1-1, including more residential properties). (-ve): This option would impact the Jam Factory, requiring a partial acquisition of the site, causing significant disruption to a major commercial centre (for an alternative proposal could instead impact 147 additional residential titles mostly located within a new residential apartment block). 	<ul style="list-style-type: none"> (-ve): Estimated to involve an incremental capital cost increase of approx. \$970m compared to the Baseline (which involves no new interchange station at South Yarra).

7.3. Decision E1: Is an investment in South Yarra station justified?

Further analysis would be required to develop the two options above and identify which was preferred, should a station be included in the project. As noted above, in order to give the station its most favourable assessment, option E1A-1 (lowest cost and disruption) has been assumed regarding deliverability & disruption and cost aspects and option E1A-2 (best interchange) regarding access and urban renewal aspects.

The analysis in relation to this decision is summarised in Table 23 below.





Table 23 – South Yarra investment analysis




Evaluation Criteria	Summary Analysis
1. Improving access to jobs and stimulating urban renewal	<ul style="list-style-type: none"> South Yarra is well serviced by public transport, even without a new Melbourne Metro station. When Melbourne Metro services commence, the impact of the changes to the overall network and increased reliability of train services along the Dandenong corridor will mean that South Yarra residents will have frequent train services. Melbourne Metro will substantially reduce crowding on peak period services, including between South Yarra and the CBD. PTV has undertaken analysis to assess customer outcomes of a new Melbourne Metro interchange at South Yarra.¹⁹ This analysis found that the inclusion of a new interchange station at South Yarra would add to the journey times for passengers travelling on the Cranbourne and Pakenham lines to the CBD or other destinations beyond South Yarra (as a result of the additional stop), and that this is the largest group of people who would be affected by the inclusion of a new interchange station. Although the inclusion of a new interchange station would provide potential benefits for some customers, this group is smaller in number and there would be alternative travel options for these passengers if there is no interchange. Further details are provided in Table 24. The inclusion of a new interchange station at South Yarra has limited impact on urban renewal given the extent of development that has already taken place or is currently underway.
2. Deliverability and disruption	<ul style="list-style-type: none"> The construction of a new station at South Yarra would involve significant additional disruption for the local community and to rail services and significant land acquisition.
3. Cost	<ul style="list-style-type: none"> The inclusion of a Melbourne Metro station at South Yarra is expected to add in the order of \$700m to the capital cost of the Project (or in the order of \$970m to deliver a direct passenger interchange with the existing station).



Table 24 provides a summary of the groups of passengers who would benefit or be negatively impacted by addition of a South Yarra interchange station to the Baseline.

¹⁹ PTV, *Melbourne Metro Rail Project – South Yarra Metro Station Customer Outcomes and Economic Assessment Report* (2015).

Table 24 - Passenger interchange summary - South Yarra station assessment

Journey	Implications of South Yarra interchange station	Estimated market size (daily, 2031)	Approx. impact on travel time (compared to Melbourne Metro with no South Yarra interchange)
South Yarra to CBD	<ul style="list-style-type: none"> Three different service routes through the CBD – via the City Loop, via Melbourne Metro or through Flinders Street and Southern Cross. Without a new station there would still be two service routes. More frequent train services at South Yarra, with peak hour trains every 1.25 minutes compared to every 2 minutes under Melbourne Metro with no South Yarra platforms. 	 6,700 – 7,400	<ul style="list-style-type: none"> Average wait time reduced by approx. 23 seconds in peak periods Average wait time reduced by approx. 34 seconds in off-peak periods.
South Yarra to Domain	<ul style="list-style-type: none"> Direct rail access to Domain, rather than using Toorak Road tram. 	 200 - 250	<ul style="list-style-type: none"> 5-8 minute saving.
South Yarra to Parkville	<ul style="list-style-type: none"> Direct rail access to Parkville, rather than needing to interchange at Flinders Street. 	 600 - 700	<ul style="list-style-type: none"> 5-8 minute saving.
West (e.g. Sunshine) to South Yarra	<ul style="list-style-type: none"> Direct rail access to South Yarra, rather than needing to interchange at Flinders Street. 	 800 - 900	<ul style="list-style-type: none"> 5 minute saving.

Journey	Implications of South Yarra interchange station	Estimated market size (daily, 2031)	Approx. impact on travel time (compared to Melbourne Metro with no South Yarra interchange)
From Dandenong (or other stations on Cranbourne and Pakenham lines) to South Yarra	<ul style="list-style-type: none"> These passengers can travel directly to South Yarra without changing trains, as is currently the case. Without new Melbourne Metro platforms at South Yarra these passengers will need to interchange at Caulfield. 	 1,700 – 1,900	<ul style="list-style-type: none"> 5 minute saving.
People travelling from the Sandringham or Frankston lines (bayside or inner south east) to the Domain precinct of St Kilda Road	<ul style="list-style-type: none"> A new station would enable these passengers to interchange at South Yarra to catch the Melbourne Metro service to Domain. Without a new station these passengers will need to continue to catch a tram from South Yarra for any of the six other tram routes connecting the Sandringham Line to St Kilda Road or interchange at Flinders Street to travel south. 	 8,000 – 8,800	<ul style="list-style-type: none"> 0-8 minute saving.
People travelling between locations on the Sandringham line and the Cranbourne / Pakenham lines	<ul style="list-style-type: none"> These passengers would have the option of travelling in and out with one change at South Yarra, as is currently the case. Without a new station these people will need to use one of the existing bus or tram services (as many people do today). 	 1,200 – 1,300	<ul style="list-style-type: none"> 0 - 10 minute saving (journey time saving for customers who travel by rail, but no change for tram or bus passengers)

Journey	Implications of South Yarra interchange station	Estimated market size (daily, 2031)	Approx. impact on travel time (compared to Melbourne Metro with no South Yarra interchange)
<p>People travelling from the Cranbourne/ Pakenham lines to destinations beyond South Yarra (e.g. from the south east to Domain, the CBD, Parkville, or beyond) or vice versa</p>	<ul style="list-style-type: none"> These passengers will experience longer journey times as a result of the additional stop at South Yarra. 	 <p>93,000 – 102,000</p>	<ul style="list-style-type: none"> Additional 1 minute journey time
<p>People travelling from the Frankston line to Domain, Parkville or other stations on the Sunbury line beyond the CBD</p>	<ul style="list-style-type: none"> These passengers can interchange at Caulfield under either scenario but will experience longer journey times if there is Melbourne Metro interchange at South Yarra due to the additional stop. 	 <p>8,400 – 9,200</p>	<ul style="list-style-type: none"> Additional 1 minute journey time

Source: PTV

As shown in Table 24, over 100,000 customers per day would be a minute worse off if the South Yarra Interchange Station is included, compared to less than 14,000 customers who would be between one and ten minutes better off. In aggregate (i.e. taking into account all journey time savings and all slower journey times), the addition of a new station at South Yarra would add an additional 1,500 hours of travel time per day for public transport users in 2031.²⁰

Including a new station at South Yarra in the project scope would significantly increase the overall capital cost of the project (in the order of \$700 – 970m) and would result in additional rail, road and other disruption, including additional property acquisitions.

The long-term benefits of including a station at South Yarra are therefore too limited to outweigh the additional cost and disruption associated with adding this station to the scope.

It is also noted that, even without a new Melbourne Metro station, South Yarra is well serviced by public transport. On completion of Melbourne Metro, passengers using South Yarra will benefit from improved capacity and more frequent services on the Frankston and Sandringham Lines, including short starter services in the South Yarra area which means these trains will be less crowded during peak periods. Local residents can also access tram services directly from South Yarra to Domain. In addition, a range of alternative interchange options exist (notably Caulfield, Flinders Street and Melbourne Central Stations) for passengers commuting on the Cranbourne and Pakenham Lines who wish to travel to South Yarra and other CBD stations.

Based on this analysis, the inclusion of a new interchange at South Yarra is not justified and Melbourne Metro should proceed without a new station interchange at this location.

Decision E1: Is the station investment justified?

It is recommended that a new station at South Yarra not be added and the Baseline be retained in this Study Area.

7.3.1. Conclusion

As reflected by the analysis above, it is recommended that the project should proceed along a Toorak Road alignment without a new interchange station at South Yarra.

8. Conclusions

8.1. Project Options assessment summary

A total of six Study Areas involving eleven key decisions were considered in the options assessment, with particular focus placed on each project option's ability to help address the Problems and achieve the Benefits identified in the ILM.

A high level summary of the key options assessment outcomes are set out in the table below.

Table 25 – Preliminary project options assessment summary

Study Area	Assessment outcome
Study Area A: Arden and North Melbourne	The project should proceed with a metro station at Arden, although further analysis is required to determine the preferred location of the Arden station.
Study Area B: Parkville	The project should proceed with a metro station located on Grettan Street.
Study Area C:	The project should proceed with an optimised deep Swanston Street alignment with two metro stations, one located broadly between Flinders Street and Collins Street

²⁰ PTV, *Melbourne Metro Rail Project – South Yarra Metro Station Customer Outcomes and Economic Assessment Report* (2015).

Study Area	Assessment outcome
CBD	(interchanging with Flinders Street Station) and the other broadly between LaTrobe Street and Franklin Street (interchanging with Melbourne Central station).
Study Area D: Domain and South Melbourne	The project should proceed with a metro station located under St Kilda Road between Domain Rd and Toorak Rd.
Study Area E: South Yarra	The project should proceed without a new metro interchange at South Yarra station.

8.2. Recommended Project Solution

Following the assessment of options across the five key decision points, the scope of the Recommended Project Solution includes:

- Western tunnel entrance (portal) at South Kensington, connecting to the Sunbury Line
- Five new underground stations, to serve major areas of activity in the city and interchange with existing transport services, as follows:
 - Arden station – Located to stimulate and support the Arden Urban Renewal Precinct
 - Parkville station – Located under Grattan Street within the Royal Melbourne Hospital / Melbourne University precinct
 - CBD North station – Located beneath Swanston Street, broadly between La Trobe and Franklin Streets, with a direct interchange to Melbourne Central station
 - CBD South station – Located beneath Swanston Street, broadly between Flinders and Collins Streets, with a direct interchange to Flinders Street station
 - Domain station – Located beneath St Kilda Road, broadly between Domain and Toorak Roads.
- An optimised deep alignment under the existing Melbourne Underground Rail Loop (City Loop).

Recommended Project Solution is illustrated in Figure 10 below.

APPENDIX 2

Information provided by City of Stonnington with respect to South Yarra Station Patronage

City of Stonnington

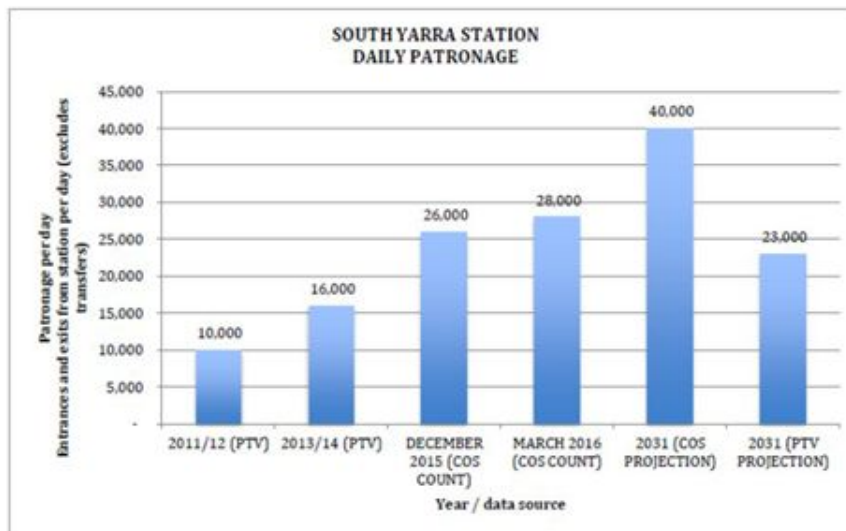
Briefing on Melbourne Metro Rail Project Position

South Yarra Station Patronage

19 April 2016

SOUTH YARRA STATION PATRONAGE SUMMARY

1) DAILY PATRONAGE

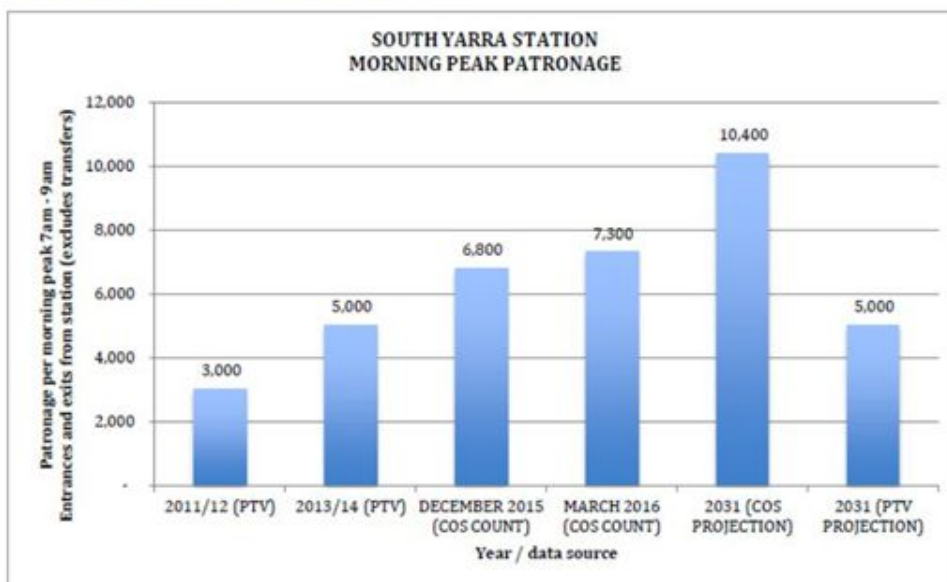


FINDINGS:

- Daily patronage at South Yarra Station is 28,000 people per day.
- Approximately 50% boardings (station entries) and 50% alightings (station exits) per day
- Daily patronage at South Yarra has increased by 180% (almost trebled) since 2011/12 (2011/12 to March 2016).
- The City of Stonnington projects that daily patronage at South Yarra will rise to 40,000 in 2031, an increase of 12,000 (43%) over the next 15 years (2016 to 2031)
- Melbourne Metro Business Case projections for future demand at South Yarra significantly underestimated.
- Current patronage levels at South Yarra (2016) are already 5,000 passengers per day (22%) more than level projected for 2031 in Melbourne Metro Business Case.
- City of Stonnington projections for patronage demand at South Yarra in 2031 is 17,000 people per day (74%) higher than Melbourne Metro Business Case projections.
- An estimated additional 6,100 people currently transfer between train services at South Yarra each day.

DATA NOTES:

- Daily patronage records total number of rail passengers entering and existing the station each day (boardings and alightings) – **excludes transfers between trains.**
- 2011/12 and 2013/14 figures based on published PTV data ([Train station patronage fact sheets](#): *Passenger Activity by Metropolitan Station 2008-09 to 2013-14*, PTV, May 2015 and *Estimated Station Entries at Metropolitan Stations 2008/09 to 2011/12*, PTV, 2012)
- December 2015 and March 2016 figures based on pedestrian counts commissioned by the City of Stonnington and undertaken by Austraffic.
- 2031 (COS Projection) based on resident population, land development trends and planning permits issued, population growth rates and employment growth rates. Includes total patronage demand for Sandringham, Frankston and Dandenong lines.
- 2031 (PTV Projection) based on modelling calibrated to 2011/12 patronage figures.**
Source: *South Yarra Station Future demand, capacity and impacts of the Melbourne Metro Rail Project: Response prepared for City of Stonnington (follow up from meeting on 15 June 2015), PTV 2015.*

2) MORNING PEAK PATRONAGE**FINDINGS:**

- Morning peak patronage at South Yarra Station is 7,300 people per day.
- Morning peak patronage (2hrs) accounts for 26.1% of total daily boardings (7,300 / 28,000)
- Boardings (station entrances) current account for 43-47% of total patronage in the peak. This means that more people travel to South Yarra as a destination and leave the station in the morning peak (53-57%) than enter the station to board a train and travel from South Yarra.
- Morning peak patronage at South Yarra has increased by 4,300 people 143% (x 2.5) since 2011/12 (2011/12 to March 2016).
- The City of Stonnington projects that morning peak patronage at South Yarra will rise to 10,400 in 2031, an increase of 3,100 (42%) over the next 15 years (2016 to 2031)
- Melbourne Metro Business Case projections for future morning peak patronage demand at South Yarra significantly underestimated.
- Current patronage levels at South Yarra (2016) are already 2,300 passengers per morning peak (46%) more than level projected for 2031 in Melbourne Metro Business Case.

- City of Stonnington projections for patronage demand at South Yarra in 2031 is 5,400 people per morning peak (108%) higher than Melbourne Metro Business Case projections.

DATA NOTES:

- Morning peak patronage records total number of rail passengers entering and exiting the station each morning between 7am and 9am (boardings and alightings) – excludes transfers between trains.
- 2011/12 and 2013/14 figures based on published PTV data ([Train station patronage fact sheets](#): *Passenger Activity by Metropolitan Station 2008-09 to 2013-14*, PTV, May 2015 and *Estimated Station Entries at Metropolitan Stations 2008/09 to 2011/12*, PTV, 2012)
- December 2015 and March 2016 figures based on pedestrian counts commissioned by the City of Stonnington and undertaken by Austraffic.
- 2031 (COS Projection) based on resident population, land development trends and planning permits issued, population growth rates and employment growth rates. Includes total patronage demand for Sandringham, Frankston and Dandenong lines.
- 2031 (PTV Projection) based on modelling calibrated to 2011/12 patronage figures.**
Source: *South Yarra Station Future demand, capacity and impacts of the Melbourne Metro Rail Project: Response prepared for City of Stonnington (follow up from meeting on 15 June 2015)*, PTV 2015.

3) COMPARISON OF TRAIN BOARDINGS BY STATION – PER DAY

In terms of weekday daily usage (**train boardings** including station entrances and transfers from other trains), South Yarra is the busiest station on the metropolitan network outside of the City Loop.

No.	Station	Train boardings per day 2013/14*
1.	Flinders Street	92,100
2.	Southern Cross	60,000
3.	Melbourne Central	55,000
4.	Parliament	42,400
5.	Flagstaff	19,300
6.	South Yarra	13,400
7.	Footscray	12,600
8.	Caulfield	11,400
9.	Box Hill	11,200
10.	Glenferrie	10,900
11.	Richmond	9,400

On daily patronage, the ranking of South Yarra in 2011/12 was 11th, so the growth between then and 2013/14 means it overtook Glenferrie, Dandenong, Box Hill, Caulfield and Footscray (some of which have received significant infrastructure upgrades, while South Yarra has languished).

* Based on published 2013/14 PTV data ([Train station patronage fact sheet](#): *Passenger Activity by Metropolitan Station 2008-09 to 2013-14*, PTV, May 2015)

4) COMPARISON OF TRAIN BOARDINGS BY STATION – PER MORNING PEAK

In terms of weekday *morning peak* usage (**train boardings** including station entrances and transfers from other trains), South Yarra is the second busiest station on the entire metropolitan network.

No.	Station	Train boardings per morning peak 7am – 9am 2013/14*
1.	Flinders Street	4,600
2.	South Yarra	3,700
3.	Footscray	3,500
4.	Box Hill	3,300
5.	Southern Cross	3,200
6.	Essendon	3,100
7.	Laverton	3,000
8.	Watergardens	2,800
9.	Glen Waverley	2,700
10.	Caulfield	2,600

The growth of patronage at South Yarra is even more marked in the morning peak (7am-9am). South Yarra was even further down the list in 2011/12 - it was 13th behind Essendon, Hoppers Crossing, Dandenong, Caulfield, Watergardens, Frankston, Glen Waverley, Box Hill, Laverton, Footscray and Southern Cross. In 2013/14 it was second only to Flinders Street.

* Based on published 2013/14 PTV data ([Train station patronage fact sheet](#): Passenger Activity by Metropolitan Station 2008-09 to 2013-14, PTV, May 2015)

5) BENEFICIARIES OF INCLUDING MELBOURNE METRO STATION AT SOUTH YARRA

In total, 65,000 rail passengers per day would have improved, direct access to Melbourne Metro if an interchange station was included at South Yarra.

This includes 55,000 passengers per day travelling on the Sandringham line and 10,000 travelling on the Frankston train and boarding west (City side) of Caulfield.

Incoming passengers to South Yarra	2015	2031
Sandringham line	48,000	55,000
Frankston line	64,000	85,000
Boarding west of Caulfield	8,000	10,000
Dandenong line	96,000	150,000

Source: City of Stonnington estimates based on PTV data

Other beneficiaries of incorporating a Melbourne Metro interchange station at South Yarra include the significant numbers of people seeking to get onto or get off a train at South Yarra, where future capacity is questionable.

Media Contact:

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media@stonnington.vic.gov.au

Item 9.8**LEASE TO AUSTRALIAN FOOTBALL LEAGUE
VICTORIA (SANDRINGHAM DRAGONS) PART DC
BRICKER PAVILION, PRINCES PARK**

**File No: 2704000042A
Enquiries: Noel Kiernan, Manager
Buildings and Properties**

1. PURPOSE

To seek Council's approval to enter in to a new Lease with Australian Football League (Victoria) Limited for continued occupation of part of DC Bricker pavilion, Princes Park.

2. COMMUNITY PLAN

To enhance and develop sustainable community assets and infrastructure to meet the needs of the current and future generations.

3. BACKGROUND

In 2006 Council offered Football Victoria Ltd a lease for a term of five years, with a further five year option. Coinciding with commencement of the second term in 2011, the lease with Football Victoria was formally assigned to Australian Football League (Victoria) Limited (AFL) given a restructure of Victorian football operations at the time.

The current lease expires on 31 August 2016 and the AFL has sought a new lease as per correspondence in Attachment 2.

4. PROPOSAL

It is proposed to offer Australian Football League (Victoria) Limited a new lease to include the following key terms in line with Council's *Community Leasing Policy*:

- Rental term of 2 years, plus a further 1 year option
- Market rental \$15,650¹ plus GST for the first year and a CPI increase for the second and further option years
- Public liability insurance of \$20million
- Requirement for the tenant to be responsible for maintenance within the leased area

5. RECOMMENDATION

That Council:

- i. Finalise a lease agreement with Australian Football League (Victoria) Limited; and
- ii. Execute the above agreement in an appropriate manner by affixing the Council Seal.

Crs Magee/Lipshutz

That the recommendation in the report be adopted.

The MOTION was put and CARRIED unanimously.

¹ A commercial valuation was obtained by Council's valuer

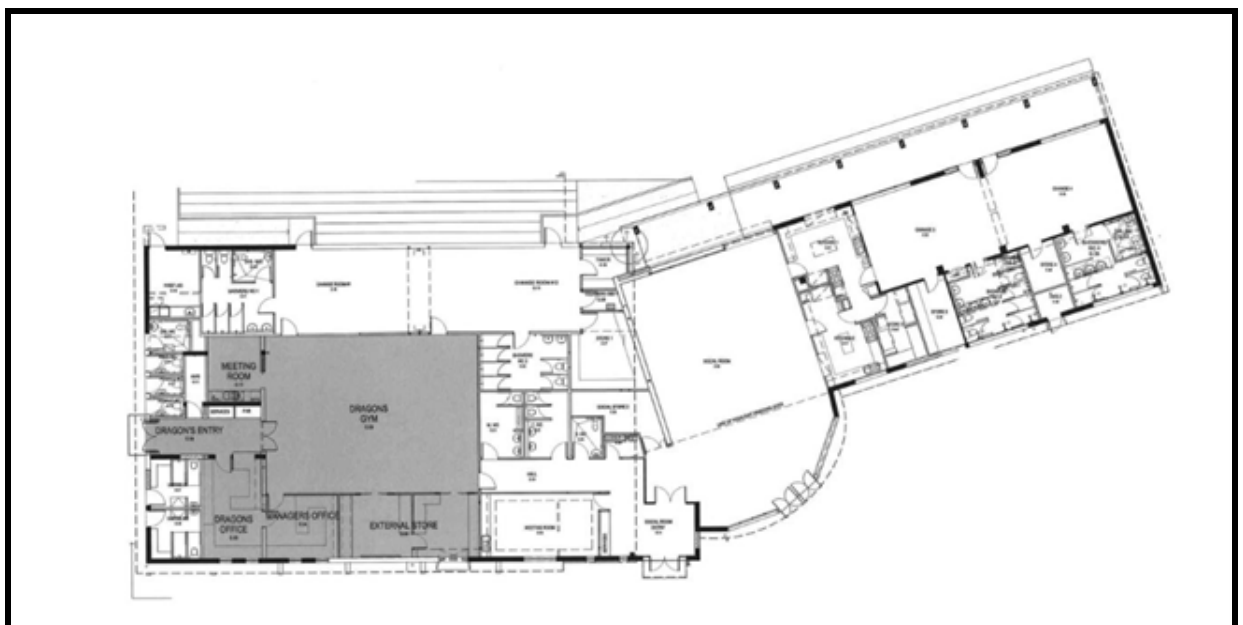
ATTACHMENT 1

LOCATION PLAN



LEASE PLAN

Sandringham Dragons occupy the shaded area of D C Bricker Pavilion



ATTACHMENT 2

Letter 23 March 2016 seeking new lease

(2 year term)



23 March 2016

Ms Amanda Mills
Property Coordinator
City of Glen Eira
By email: amills@gleneira.vic.gov.au

Dear Amanda,

RE: Sandringham Dragons Lease of DC Bricker Pavilion

I write further to your email of the 16 March 2016 requesting AFL Victoria advise if they wish to seek a further lease of the DC Bricker Pavilion once the current lease expires on the 31st August 2016.

AFL Victoria, via the Sandringham Dragons, has enjoyed an excellent relationship with the City of Glen Eira in the use of the DC Bricker Pavilion and associated oval. The Sandringham Dragons provide participation and development opportunities for male and female footballers within the region and service many Glen Eira residents and their families.

Given the above, we seek a further two year lease of the DC Bricker Pavilion to the 31st August 2018.

Should you require any further information, please feel free to contact me on 8341 6085 or Ryan O'Connor on 9532 8688. We look forward to hearing from you and continuing our excellent relationship with the City of Glen Eira.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Ricky Bell'.

Ricky Bell
Chief Operating Officer

Copy to: Ryan O'Connor - Talent Manager, Sandringham Dragons
John Hook – State League & Talent Manager, AFL Victoria

AFL Victoria

Australian Football League (Victoria) Limited ABN 24 147 664 579
VISY Park, Gate 3, Royal Parade, CARLTON NTH, VIC 3054
GPO Box 4337, Melbourne, Victoria 3001
T: (03) 8341 6000 F: (03) 9380 1076 E: afvicreception@afvic.com.au www.afvic.com.au

Email 23 March 2016 seeking new lease

(amending term to 2 years, with further 1 year option)

From: Ricky Bell

Sent: Wednesday, 4 May 2016 4:34 PM

To: Amanda Mills

Subject: RE: AFL letter: re Upcoming Expiry of AFL Lease with Glen Eira City Council - Sandringham Dragons

Hi Amanda,

Thanks for coming back to us with these key terms. I know we initially requested 2 years, but was wondering if you would be agreeable to have a further 1 year as an option? We could determine a mutually suitable date for us to advise as to if we would take up that option – say 6 months prior (1 Apr 2016). Would that be suitable?

We are agreeable to all other terms.

Thanks

Ricky Bell

Chief Operating Officer

AFL Victoria | IKON Park | Gate 3 Royal Parade | Carlton Nth VIC
3054



GPO Box 4337 | Melbourne VIC 3001

Ph: (03) xxxxxx | Fax: (03) xxxxxx | Mob: xxxxxx

**We acknowledge the traditional owners of country across
Australia, on which we play our great game, and pay our
respect to them, their culture and Elders past and present.
Please consider the environment before printing this email**

From: Amanda Mills

Sent: Wednesday, 4 May 2016 1:41 PM

To: Ricky Bell

Subject: RE: AFL letter: re Upcoming Expiry of AFL Lease with Glen Eira City Council - Sandringham Dragons

Hi Ricky,

With regard to the preparation of a new lease the key terms proposed are as follows:

Term:	2 years (as per your request)
Commencement date:	1 September 2016
Annual rental:	\$15,650 plus GST for the first year and a CPI increase for the second (current rental is \$15,648.04).year
Payment of rental:	To be paid in two, six monthly instalments per year: due 1 September and 1 March each year (as we do now)

If these key terms are acceptable please advise and I will refer the matter formally to Council in June. In the meantime a copy of the proposed lease will be forwarded shortly.

Kind regards,
Amanda

Amanda Mills | Property Coordinator
Buildings & Properties Department
T: 9524 3333

Item 9.9**Managing Unreasonable Complainant
Conduct Policy****Enquiries: Paul Burke
Director Community Relations****1. PURPOSE**

To seek Council endorsement for the attached 'Managing Unreasonable Complainant Conduct Policy'

2. DISCUSSION

The attached policy, if adopted, will guide Council's management of complainants who, apart from having a complaint in relation to Council services, respond to Council in a manner which can be considered threatening, intimidating or extreme, and which can have occupational health and safety risks for Council officers or others. This policy acknowledges the risks inherent in such conduct and aims to minimize the consequences of such behaviour in a reasonable and proportionate manner.

The policy would extend to, but is not limited to, Unreasonable Complainant Conduct across all communication channels including face to face, telephone, mail, email, communications to the media and social media.

This policy complies with the Victorian Ombudsman's recommendations in 'Councils and Complaints – A report on current practice and issues' (May 2012) and 'Councils and Complaints - A good practice guide – A report on current practice and issues' (February 2015).

Council's refreshed Complaints Handling Policy was formally adopted at the public Council Meeting held on 30 June 2015.

3. RECOMMENDATION

That Council adopt the attached 'Managing Unreasonable Complainant Conduct Policy'.

Crs Hyams/Lipshutz**That the recommendation in the report be adopted.****The MOTION was put and CARRIED unanimously.**

Managing Unreasonable Complainant Conduct Policy

Date	Version: 1	Status: Draft – February 2016
Adopted and amended:	Next review date: Every two years	
Position Title of Responsible Manager/Director:	Director Community Relations	

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1. TITLE

Managing Unreasonable Complainant Conduct Policy

2. OBJECTIVES

2.1 This policy guides Council's management of complainants who, apart from having a complaint in relation to Council services, respond to Council in a manner which can be considered threatening, intimidating or extreme, and which can have occupational health and safety risks for Council officers or others. This policy acknowledges the risks inherent in such conduct and aims to minimize the consequences of such behaviour in a reasonable and proportionate manner.

2.2 This policy complies with the Victorian Ombudsman's recommendations in 'Councils and Complaints – A report on current practice and issues' (May 2012) and 'Councils and Complaints - A good practice guide – A report on current practice and issues' (February 2015).

3. DEFINITIONS AND ABBREVIATIONS

Term	Meaning
Complaint	An expression of dissatisfaction with: <ul style="list-style-type: none">- the quality of an action taken, decision made, or service provided by or on behalf of Council; and/or- a delay or failure in providing a service, taking an action, or making a decision by or on behalf of Council.
Unreasonable Complainant or Complainant	A person who or organisation which makes a complaint to Council and whose conduct is considered to be Unreasonable Complainant Conduct.
Unreasonable Complainant Conduct or Conduct	<p>Conduct by a Complainant which :</p> <ul style="list-style-type: none">- has unacceptable consequences for one or more of the parties to the complaint; and/or- because of its nature and/or frequency, raises substantial health, safety, resource or equity issues for Council, its employees, one or more Councillors or a third party. <p>Such conduct may involve individual or group behaviour.</p>

4. SCOPE

4.1 This policy extends to Unreasonable Complainant Conduct arising in relation to the whole of Council services and to Councillors and officers.

Managing Unreasonable Complainant Conduct Policy

4.2 This policy extends to, but is not limited to, Unreasonable Complainant Conduct across all communication channels including face to face, telephone, mail, email, communications to the media and social media.

5. CONTEXT

5.1 Council recognises the impacts and consequences on Council officers, Councillors, resources and the community of dealing with Unreasonable Complainant Conduct, in particular violent and aggressive Complainants, and has implemented this policy to manage these issues in the best interests of Council and the community.

6. TYPES OF UNREASONABLE COMPLAINANT CONDUCT

6.1 Unreasonable Complainant Conduct usually exhibits, without limitation, one or more of the following characteristics:

- a. Unreasonable persistence
- b. Unreasonable demands and/or threats
- c. Unreasonable lack of cooperation
- d. Unreasonable arguments
- e. Unreasonable behavior (such as prolific and/or inappropriate levels of correspondence and phone calls, loud and aggressive communications, harassment and bullying, threats and intimidation).

This policy will apply where any one or more of these characteristics is exhibited, or where there is any other behaviour of this type.

7. UNREASONABLE COMPLAINANT CONDUCT POLICY

7.1 Policy summary

This policy seeks to:

- ensure equity and fairness for the community,
- improve Council resource allocation and efficiency, and
- protect the health and safety of Complainants, Councillors, Council officers and third parties.

7.2 Policy principles

7.2.1 Council recognizes that all members of the community have a right to ask questions and seek information from Council about the services it provides. Likewise, members of the community have a right to express opinions and to lodge complaints about Council, its services and officers. Council has in place a Complaints Handling Policy for the management of complaints.

7.2.2 Council adopts a systematic and consistent approach to managing complaints. The substance of a complaint dictates the resources dedicated to it, not a Complainant's demands or behaviour. However, the right to ask questions, express opinions and make complaints is not unqualified.

7.2.3 The exhibition of Unreasonable Complainant Conduct does not preclude there being a valid complaint or issue. All complaints are considered on their merits in accordance with Council's Complaints Handling Policy.

7.2.4 Council will, as far as is practicable, allow a Complainant to continue to communicate with Council in a reasonable/controlled manner.

7.2.5 Council is legally obliged to eliminate or reduce risk to the mental and physical health of Councillors, officers, volunteers and specified contractors and to provide a safe workplace¹.

7.2.6 Council acknowledges it has a legal obligation to take appropriate action when circumstances require. This may occur where the Unreasonable Complainant Conduct involves a real or imminent threat to the mental or physical health or well-being of a Councillor, officer, contractor, volunteer or third party or where the Complainant fails to obey a reasonable request or lawful instruction. Appropriate action must be in the form set out in this policy.

8. RESPONSIBILITIES FOR MANAGEMENT OF UNREASONABLE COMPLAINANT CONDUCT

8.1 Unless otherwise determined:

- a) The Director, Community Relations is responsible for determining the appropriate strategy to be used to manage Unreasonable Complainant Conduct; and
- b) The Manager, Customer Service is responsible for overseeing arrangements in the management of Unreasonable Complainant Conduct.

9. STRATEGIES FOR MANAGING UNREASONABLE COMPLAINANT CONDUCT

9.1 Overview

9.1.1 Council response to Unreasonable Complainant Conduct will be reasonable and proportionate.

9.1.2 The appropriate strategy for managing Unreasonable Complainant Conduct will be incident specific.

9.1.3 Council may consult Government departmental and agency guidelines, external bodies including the Victorian Police and lawyers, when dealing with Unreasonable Complainant Conduct.

9.2 Assessment and Management of Unreasonable Complainant Conduct

¹ Occupational Health and Safety Act 2004 (VIC)

When determining the appropriate procedures for managing a specific incidence of Unreasonable Complainant Conduct, all relevant factors will be considered including:

- a) whether the process and strategy are reasonable and proportionate in the specific circumstances;
- b) the observable and specific nature of the Unreasonable Complainant Conduct, rather than possible motivations or causes for that conduct;
- c) the background and history of Council interaction with the Complainant;
- d) the immediacy of any risks associated with or arising from the Unreasonable Complainant Conduct;
- e) legislative obligations of Council; and
- f) any legal or other external advice obtained, including advice from the Victorian Police.

9.3 Management of the Complainant

9.3.1 Managing Unreasonable Complainant Conduct may involve Council placing a reasonable and proportionate limitation or restriction on one or more of:

- a) the subject matter of communications, including where Council is of the view that a specific issue has been adequately addressed;
- b) the timing of communications, including time of day and frequency or duration of contact;
- c) access to Council facilities and officers, including restricting or prohibiting entry to Council premises or limiting access to or communication with Council staff; and
- d) the method of communication with Council e.g. for all contact to be via a specific email address or through one nominated party.

9.3.2 Nothing in this policy limits the type of action Council may decide to take in relation to the Complaint, provided that the response is reasonable and proportionate.

9.3.3 The Complainant's complaint should continue to be handled in accordance with Council's Complaints Handling Policy, but such handling may be modified to comply with this policy.

9.3.4 Where Council considers it has done all that is reasonable and necessary to address the Complainant's complaint, it may decline to consider the complaint further and may refer the Complainant to the Victorian Ombudsman or other appropriate agency.

9.4 Warning and notification letters

9.4.1 Where appropriate the Complainant will initially be sent a warning letter in relation to the conduct setting out Council's position.

9.4.2 If the behaviour of the Complainant is not modified in response to the warning letter, or if the behaviour poses an imminent, ongoing or escalating risk to any person or property, Council will

next send a notification letter advising of limitations or consequences which are considered reasonable and appropriate.

9.4.3 Warning and notification letter(s) will be sent by registered mail or email with receipt notification. A failure by the Complainant to receive or read the correspondence by their own action will not affect the application of this policy or the validity of the actions taken under it.

9.4.4 Nothing in this policy prevents Council taking appropriate alternative action to that set out in this policy following receipt of advice from the Victorian Police, lawyers or third party agencies.

9.5 Review of action taken against a Complainant

9.5.1 Council will review the limitations placed on the Complainant at the request of the Complainant, but no earlier than three (3) months following the implementation of the action.

9.5.2 When undertaking a review Council will consider:

- a) The level of compliance with the limitation arrangements;
- b) Evidence of capacity and willingness to modify conduct;
- c) Factors relevant to equitable distribution of Council resources (including time);
- d) Council's occupational health and safety and workplace responsibilities;
- e) Other risks to Council;
- f) Legislative obligations; and
- g) The reasonableness and proportionality of Council's response in all of the circumstances.

9.5.3 The Complainant is able, and should be encouraged, to refer any complaints about the application of this policy to the Complainant to relevant external agencies including those set out in clause 13 of this policy.

9.6 Staff Management

9.6.1 Senior managers will ensure relevant systems, policies and procedures are in place to manage Unreasonable Complainant Conduct and that all officers who interact with Complainants receive relevant training, guidance and direction, including in security procedures.

9.6.2 Counselling services will be provided for officers and others as required in response to Unreasonable Complainant Conduct.

10. POLICY REVIEW

This policy will be reviewed every two (2) years.

11. CHARTER OF HUMAN RIGHTS AND RESPONSIBILITIES COMPATABILITY

11.1 This policy has been assessed as being compatible with the *Charter of Human Rights and Responsibilities Act 2006 (Act)*.

11.2 Council will ensure that any restrictions imposed under this policy are compatible with the Act, do not breach the Act and, where relevant, are lawful and reasonably necessary within the meaning of section 15(3) of the Act.

12. ASSOCIATED DOCUMENTS

Glen Eira City Council Service Charter

Complaints Handling Policy

Occupational Health and Safety Act 2004

Victorian Ombudsman *Managing unreasonable complainant conduct practice manual* – 2nd Edition 2012

Victorian Ombudsman *Councils and complaints – A report on current practice and issues*, 2015

Department of Human Services (Vic), *Staff Safety in the Workplace*

Charter of Human Rights and Responsibilities Act 2006

Local Government Act 1989

13. EXTERNAL REVIEW AGENCIES

Victorian Ombudsman

Phone: 03 9613 6222

Email: ombudvic@ombudsman.vic.gov.au

Website: www.ombudsman.vic.gov.au

Human Rights and Equal Opportunity Commission Victoria

Phone: 1300 891 848

Email: www.humanrightscommission.vic.gov.au

Item 9.10**FOUNDATION FOR YOUTH EXCELLENCE
COMMITTEE GRANT APPLICATIONS****Enquiries: Paul Burke
Director Community Relations****1. PROPOSAL**

To seek Council agreement to the attached recommendations in respect of grant applications made to the Foundation for Youth Excellence and to authorise the nominated payments.

2. RECOMMENDATION

That Council;

- a. Agree the recommendations contained in the attached document.
- b. Authorise the nominated payments in the documents.

FOUNDATION FOR YOUTH EXCELLENCE GRANTS**3. BACKGROUND**

The Foundation for Youth Excellence is a Glen Eira City Council program, which recognises young people who have achieved excellence in the fields of creative and performing arts, education, leadership or sport. Grants are awarded to young people who aim to achieve further success in their chosen field.

Young people aged between 10 and 25 (inclusive), living in the City of Glen Eira who are competing or performing at state, national or international level in creative and performing arts, education, leadership or sport activities, are eligible to apply.

Selection Criteria

Categories cover Creative and Performing Arts, Education, Leadership and Sport. Within these categories are three levels upon which grant amounts are decided. These levels are State, National and International competition.

STATE:	Up to \$360
NATIONAL:	Up to \$600.00
INTERNATIONAL:	Up to \$1,200.00

Applicants are required to provide the following as part of the set guidelines for the Foundation:

- A letter outlining the significance of the nominated event as recognised by a state, national or international body, including the impact that this event will have on the applicant with a view to enhance their chosen pursuit;

Item 9.10 (cont'd)

- The individuals state, national and or international ranking;
- Evidence of potential to achieve success at national and or international level;
- Evidence from the organisational body outlining how the applicant was chosen for the event and the selection criteria used to make this decision;
- An indication of the number of training / study hours per week, or additional documents that supports their application.

BARROW, Nathan

Category: Sport

Level: National

Applicant selected to represent Victoria at the 2016 Australian Fencing Federation Under 15 National Fencing Championships in Sydney, New South Wales.

Recommendation: \$600

Funding to contribute towards registration and competition expenses.

FERDINAND, Hugo

Category: Sport

Level: National

Applicant selected to represent Victoria at the 2016 Junior National Indoor Cricket Championships in Dubbo, New South Wales.

Recommendation: \$600

Funding to contribute towards registration and competition expenses.

HAMMAM, Maya

Category: Sport

Level: National

Applicant qualified to compete at the 2016 National Age Swimming Championships in Oaklands Park, South Australia

Recommendation: \$600

Funding to contribute towards registration and competition expenses.

JOZZA, Zara

Category: Creative and Performing Arts

Level: International

Applicant selected to represent Australia at the IDO(International Dance Organisation) World Title Dance Cup in Seoul, Korea.

Recommendation: \$1200

Funding to contribute towards registration and competition expenses.

Item 9.10 (cont'd)**KETTLE, Tess**

Category: Sport

Level: National

Applicant selected to represent Victoria at the 2016 Australian Gymnastics Championships in Melbourne, Victoria.

Recommendation: \$600

Funding to contribute towards registration and competition expenses.

KITNEY, Erica

Category: Creative and Performing Arts

Level: International

Applicant selected to represent Australia at the IDO(International Dance Organisation) World Title Dance Cup in Seoul, Korea.

Recommendation: \$1200

Funding to contribute towards registration and competition expenses.

LIU, Kosei

Category: Sport

Level: International

Applicant selected to represent Australia in Inline Speed Skating at 2016 Roller Sports Namwon Korea Open in Namwon, Korea.

Recommendation: \$1200

Funding to contribute towards registration and competition expenses.

LUDICA, Alana

Category: Sport

Level: International

Applicant selected to represent Australia at the 2016 World's Cheerleading Competition in Florida, United States of America.

Recommendation: \$1200

Funding to contribute towards registration and competition expenses.

MACDONALD, Jack

Category: Sport

Level: National

Applicant selected to represent Victoria at the 2016 Under 20's Australian Junior Basketball Championship in Ipswich, Queensland.

Recommendation: \$600

Funding to contribute towards registration and competition expenses.

Item 9.10 (cont'd)

SELLENGER, Miles

Category: Sport

Level: National

Applicant selected to represent Victoria at the 2016 Junior National Indoor Cricket Championships in Dubbo, New South Wales.

Recommendation: \$600

Funding to contribute towards registration and competition expenses.

WATERS, Daniel

Category: Education

Level: International

Applicant nominated to participated in University Exchange program.

Recommendation: NIL

Not eligible for FFYE funding. Application does not meet FFYE funding criteria as application is for neither a recognised education or training program.

WEISINGER BRAUN, Carol

Category: Creative and Performing Arts

Level: International

Applicant selected to represent Australia at the IDO(International Dance Organisation) World Title Dance Cup in Seoul, Korea.

Recommendation: \$1200

Funding to contribute towards registration and competition expenses.

Crs Esakoff/Sounness

That the recommendation in the report be adopted.

The MOTION was put and CARRIED unanimously.

Item 9.11**QUARTERLY REPORTING****File No:****Enquiries: Peter Swabey
Chief Financial Officer****1. Proposal**

To report to Council on the Services Report, Community Plan, Public Questions, Independent External Reporting, and Action Items from Council Meetings.

Services Report

The level of activity undertaken by Council is not always apparent from financial information. Statistical information complements monthly financial reporting and provides more detailed information on the diverse range of activities undertaken by Council. Regular reporting can provide an indication of where productivity or efficiency gains have been made along with identifying trends that will assist in decision making and resource allocation.

The attached Services Report provides statistical information on services provided to the Glen Eira community for the quarter ending 31 March 2016. Of particular note in this report is:

- Maternal and Child Health key age and stage visits are well above target.
- Storytime and Babytime attendance at Libraries continues to receive large numbers of attendees.
- Total In-Home Support hours are exceeding target by 17,710 hours.
- The building boom is seeing higher levels of planning applications lodged which is impacting the statutory days per determination.
- 587 additional Green Waste services have been provided since the start of the financial year.
- The number of reports of graffiti from residents remains low because Council officers proactively identify and remove most graffiti before it is reported.

Community Plan

The attached Community Plan report is the updated report for the year ending 30 June 2016 against the Glen Eira Community Plan that was updated by Council in June 2015 and provides a benchmark against which to measure the Council's 2015/16 performance. This report lists the Key Strategic Activities outlined in Council's Community Plan and the progress towards achieving the 2015/16 performance measures.

Item 9.11 (cont'd)**External Assessment**

Glen Eira City Council has received the following ratings, recognition and awards from external parties in the last two years.

Governance

- The Auditor General classified Council's finances as 'low risk' (November 2015)
- Has the second lowest average Rates per assessment for the Inner Metropolitan Councils - approx. \$16m pa below the average
- Australasian Reporting Awards June 2015 – Gold Award; Special Award for Public Sector Governance Reporting; Special Award for Public Sector Sustainability Reporting; Runner-Up in Public Sector Communication Reporting.
- Australasian Reporting Awards June 2015 – One of six finalists for the overall Report of the Year (Public Sector).

Organisational Culture

- Highest reported result for Customer Service (Victorian Community Satisfaction Survey, June 2014)
- National Finalist – Workplace Relations, Australian Human Resources Institute, November 2014
- Australian HR Awards – National Finalist – Best HR Strategic Plan (open category) 2015
- Australian Business Awards – Employer of Choice 2015
- Staff turnover 9.7% (2015)

Sustainability

- One of three metro Councils which have converted their street lights to low energy, low emission technology at their own expense
- One of the lowest emissions per capita of any metropolitan council

Services

- Approval/Disapproval 72/4 in the Community Satisfaction Survey 2015 (up from 68/2 in 2014).
- The only inner-metro council with no waiting lists for kindergarten and child care and home care.

Sports and Aquatic Facilities

- 1.091 million visits to GESAC in 2014-15
- GESAC received a pool safety score of 99.61% from Life Saving Victoria, October 2015
- GESAC received the Customer Service Team and Personal Trainer awards at the 2015 Aquatics and Recreation Victoria Awards
- The Manager GESAC was invited to make a presentation to the New Zealand Recreation Association annual aquatics conference. The theme of the conference was innovation and our New Zealand colleagues were keen to hear about GESAC.
- Carnegie Swim Centre won the Seasonal Facility Management Award – 2015 Aquatics and Recreation Victoria Awards.

Item 9.11 (cont'd)**Public Questions**

Public questions for the period 02 February 2016 to the Ordinary Council meeting of 15 March 2016 were as follows:

Number asked	313
Number ruled inadmissible	1
Number answered at the Meetings	22
Number taken on notice	290
Time taken to reply to questions taken on notice (average)	8 days

Items for action from Council meetings

Refer Attachment

2. Community Plan Theme

Theme 4: Governance

3. Recommendation

That Council notes the attached Services Report, Community Plan Report, reporting on Public Questions and external assessment for information only.

Crs Delahunty/Sounness

That the recommendation in the report be adopted.

The MOTION was put and CARRIED unanimously.

Glen Eira City Council

SERVICES REPORT



Quarter ended March 2016

CONTENTS

Community Relations

Service Centre	1.1 – 1.5
Recreation	2.1
Youth	3.1

Community Services

Arts	4.1
Child Care	5.1 – 5.2
Family Day Care	6.1
Maternal and Child Health	7.1
Public Health	8.1
Library	9.1
HACC	10.1 – 10.4
Residential Services	11.1

Corporate Counsel

Risk	12.1
------	------

Planning and Transport

Civic Compliance	13.1 – 13.11
Statutory Planning	14.1 – 14.6
Strategic Planning	15.1 – 15.2
Parking and Prosecutions	16.1

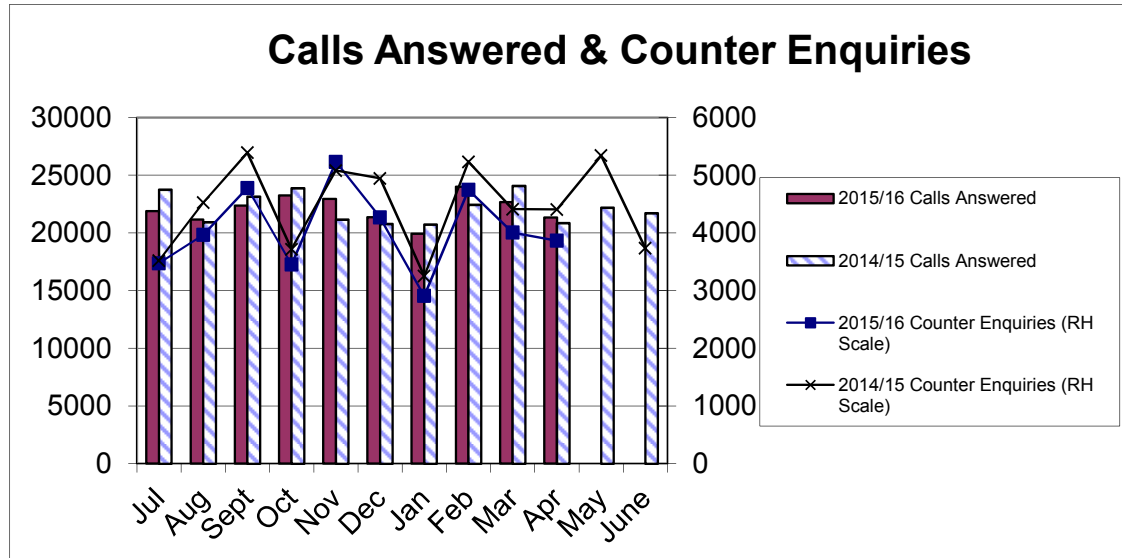
Assets and Facilities

Waste Management	17.1 – 17.5
Glen Works	17.6 – 17.9
Parks and Gardens	17.10 – 17.11

Please note that the figures disclosed in the Services Report were correct at time of printing, however may be subject to amendment following review by the external auditors and/or use in the Annual Report.

Service Centre

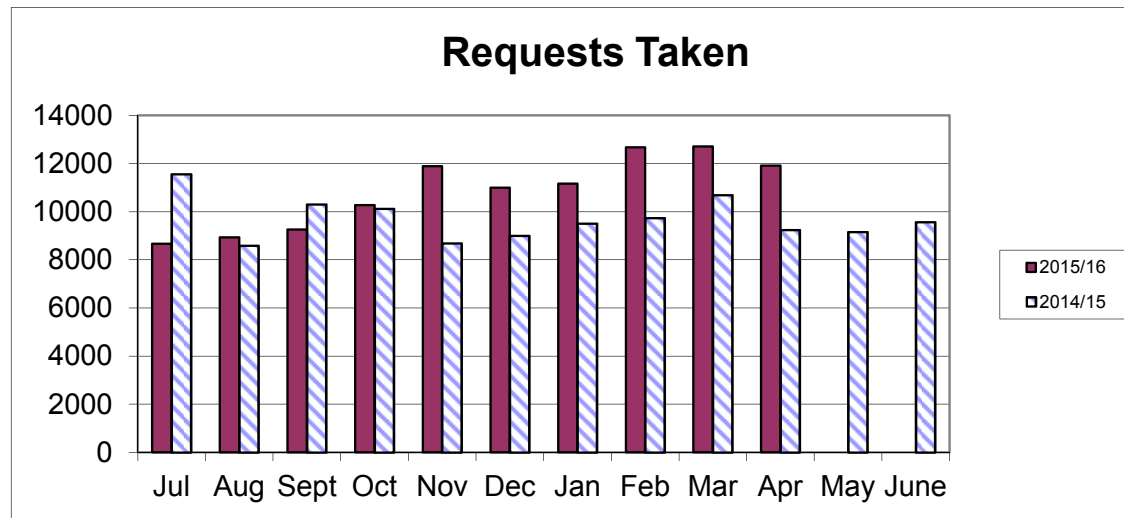
Number of Telephone Calls Answered and Counter Enquiries



Comments:

The monthly volume of telephone calls and counter enquiries can vary due to the timing of certain Council business activities such as rate installment and dog registration deadlines. The daily average of calls answered is 1,150 and counter enquiries is 250.

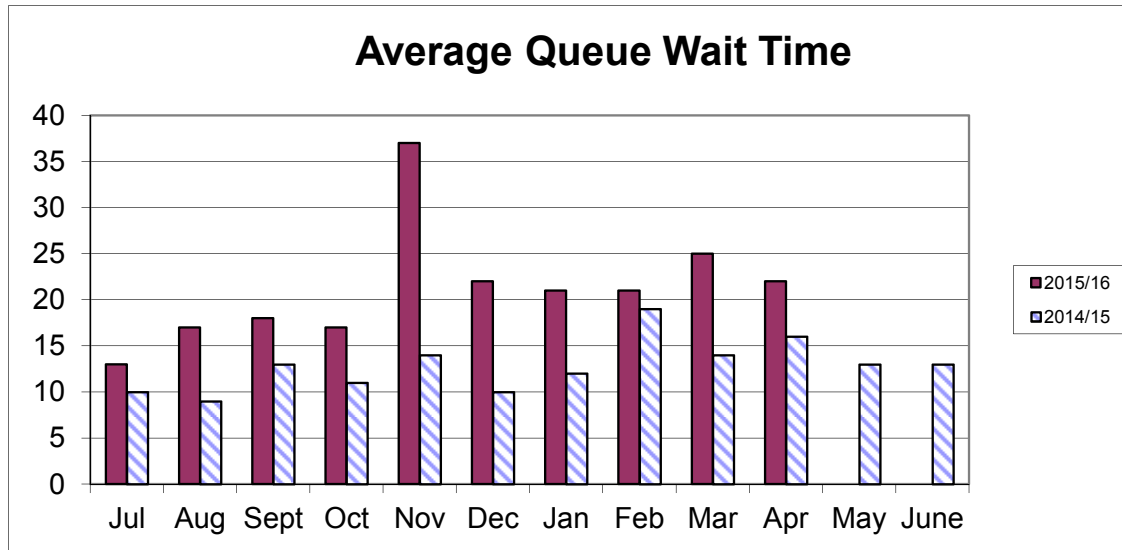
Number of Requests Taken



Comments:

Requests taken are phone calls which require further action, thus necessitating referral to other officers through Council's automated tracking system. At least 8,000 such requests on average per month were taken during 2014-2015. Last quarter we made a mention of requests exceeding over 10,000 per month. This quarter, in particular the last two months, we have exceeded over 12,000 requests per month. Again this is a combination of customers requesting more services together with a noticeable increase on planning requests and waste enquiries.

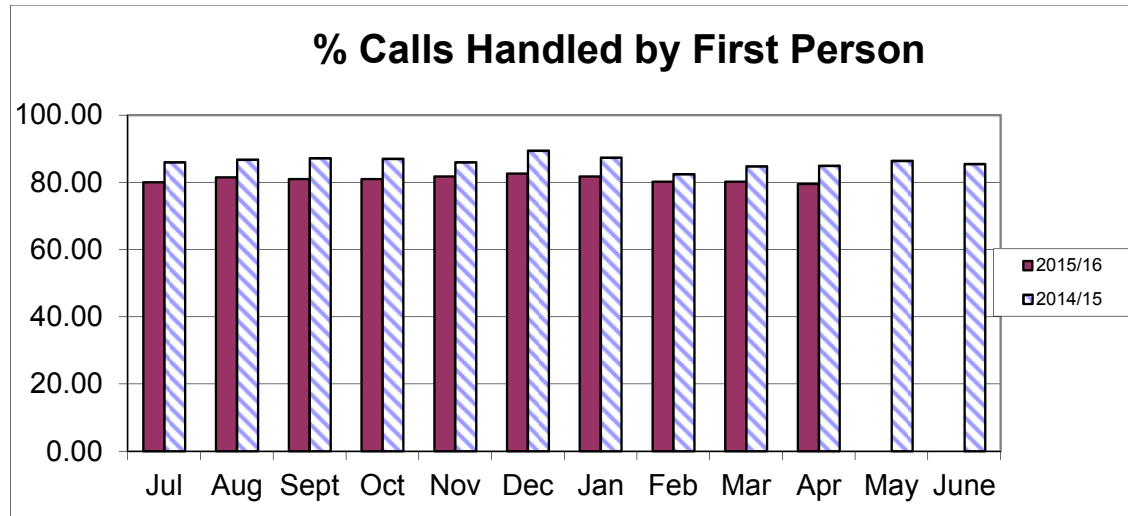
Average Queue Wait Time by Seconds

**Comments:**

Telephone response times are dependent on the monthly level of customer activity which can be affected by business seasonality factors and staffing levels. We have somewhat stabilized a little in bringing our Average Queue Wait time down in comparison from last quarter.

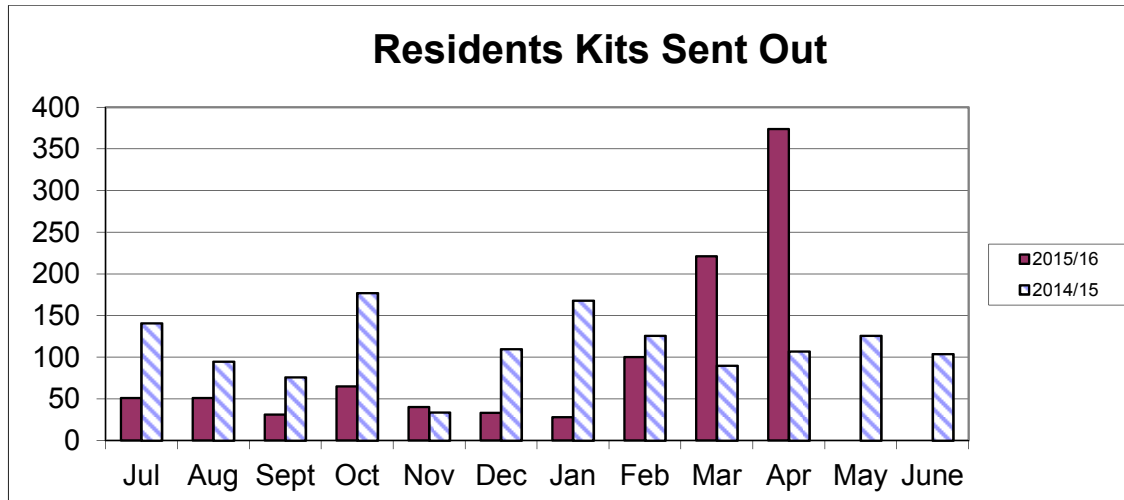
Again this is mainly due to:

- Transition to our new phone system.
- Lengthy enquiries and multiple enquiries per phone call.
- Staff departures
- Volume of monthly requests taken has increased substantially

% Completed by First Person to Handle Call**Comments:**

This graph demonstrates the percentage of telephone calls which are handled by the customer service officer, and do not require transfer to other officers or departments.

Number of New Resident Kits Sent Out

**Comments:**

The level of New Resident Kits distributed is totally dependent on the number of new residents identified from Council's property database in any given month. The kit gives new residents information on Glen Eira services as soon as they move in.

Recreation

Winter Season 1 April – 30 September and Summer Season 1 October – 31 March

Sports Ground Usage	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Average YTD 15/16	Average YTD 14/15
Clubs 15/16	32	32	32	32	32	32	32	32	32				32	
Clubs 14/15	32	32	32	32	32	32	32	32	32	32	32	32		32
Teams 15/16	299	299	299	197	197	197	197	197	197				231	
Teams 14/15	269	269	269	186	186	186	186	186	186	299	299	299		214
Total Grounds 15/16	44	44	44	44	44	44	44	44	44				44	
Total Grounds 14/15	42	42	42	45	45	45	45	45	45	44	44	44		44

Note:

(OCT'15 – DEC'15)

- Decrease in total grounds due to oval redevelopment works at Princes Park Oval 4

Increased cricket team numbers in 2015/16 summer season

Public Hall Usage Rates

Public Hall Usage	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Average YTD 15/16	Average YTD 14/15
Bookings 2015/2016	739	799	726	738	719	598	513	693	722				694	
Bookings 2014/2015	713	690	676	716	675	605	539	691	718	707	803	779		669

Comments:

These figures represent the monthly bookings for Council's eleven Community and Multipurpose Rooms, includes Caulfield Park Community Room, Julie Cooper Pavilion, Duncan Mackinnon Reserve Community Room and the Moorleigh Community Centre.

Youth Services**Program activity and participation [Each person counted by number of contacts]**

Location	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	YTD 15/16	YTD 14/15
Number of Program Sessions 2015/2016	18	31*	35*	57*	50*	6	2	18	17				234	
Number of program sessions 2014/2015	14	37	25	41	59	13	12	25	30	27	31	21		256
Number of young people participating in overall sessions 2015/2016	165	770*	585*	1100*	744*	62	16	171	231				3844	
Number of young people participating in overall sessions 2014/2015	116	868^^	548^^	775#	1029#	178#	12	226	514*	403*	362	206		4266
Special Events (i.e. talks, street festivals) 2015/2016	42	0	309^	0	24	90&	0	100	0				565	
Special Events [i.e. talks, street festivals] 2014/2015	26	0	420**	67	0	25	0	0	151	121	35	0		689
Client support (individual young people) 2015/2016	4	0	2	1	3	2	0	6	34\$				52	
Client support (individual young people) 2014/2015	0	2	1	0	1	1	1	0	5	1	3	7		11

Comments: 2014/2015

** Sounds of Glen Eira 2014 (formerly Battle of the Bands) & Parent information session 'Raising Girls' held at the Town Hall.

^^ SenseAbility program was piloted in 2013/2014. Evaluation of this program concluded a more targeted cohort and specific age range of young people would benefit from this program. This is reflected in the reduction in number of programs/participants over 2014 Aug/Sep period as the recommendations have been implemented.

Increase in number of participants due to greater uptake of Moving Up and the delivery to multiple classes per session, as well as the additional school based program, KidsMatter piloted in term 4 2014

* Additional school based program, SenseAbility, also run during term 1

Comments: 2015/2016

* Moving Up & KidsMatter school based programs continue to be highly requested programs in Primary schools.

^ Sounds Of Glen Eira (SOG E) 2015 and Parent Information Night 'Tricky conversations with boys'. The attendance for SOGE was down compared to 2014 due to 2 bands pulling out last minute before the event.

& One off program, Sound Session; run for young people with additional needs who created and presented their song at the Disability Awareness Day held at GESAC.

\$ Large Number of complex clients accessing Youth Worker Support multiple times during March (issues around housing, education and mental health)

Arts and Culture

Exhibition Attendance	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	YTD 15/16	YTD 14/15
Visitors – 15/16	2,166	551	1,295	1,816	1,669	1,260	N/A	817	1,269				10,843	
Visitors – 14/15	2,118	1,354	1,012	414	692	528	0	837	834	500	632	808		7,789

Cabaret Lumiere	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	YTD 15/16	YTD 14/15
Attendance 15/16	N/A	563	N/A	N/A	N/A	N/A	N/A	N/A	N/A				563	
Attendance 14/15	36	618	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		654

My Brother Jack Awards	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	YTD 15/16	YTD 14/15
Entries 15/16	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A				0	
Entries 14/15	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	439	N/A	N/A		0

Carols	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	YTD 15/16	YTD 14/15
Attendance 15/16	N/A	N/A	N/A	N/A	N/A	5,500	N/A	N/A	N/A				5,500	
Attendance 14/15	N/A	N/A	N/A	N/A	N/A	6,500	N/A	N/A	N/A	N/A	N/A	N/A		6,500

Outdoor Events	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	YTD 15/16	YTD 14/15
Attendance 15/16	N/A	N/A	N/A	431	6,425	N/A	3,000	6,000	8,500				24,356	
Attendance 14/15	N/A	N/A	N/A	608	658	NA	8,500	6,000	7,500	NA	250	NA		23,226

Comment:

- Party in the Park at Princes Park held in February

Childcare

Utilisation Rate

Location	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	YTD AV 15/16	YTD AV 14/15
Carnegie 15/16	82.53	80.63	86.51	88.44	87.11	80.80	81.73	80.50	79.41				83	
Carnegie 14/15	93.55	90.78	89.75	88.13	88.49	87.85	77.40	72.50	75.00					85
Caulfield 15/16	93.24	93.16	94.62	94.78	94.72	92.70	91.47	94.96	96.16				94	
Caulfield 14/15	89.07	93.00	96.98	97.78	97.08	94.69	86.67	91.89	93.78					93
Murrumbeena 15/16	89.17	90.49	93.22	93.44	93.06	91.11	88.93	92.68	90.96				91	
Murrumbeena 14/15	79.91	78.67	81.42	85	84.44	76.67	66.67	74.78	83.38					79

Comments: Budgeted Utilisation is 90%

Number of Children using the service

Location	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	YTD AV 15/16	YTD AV 14/15
Carnegie 15/16	59	60	64	65	64	59	54	55	56				60	
Carnegie 14/15	64	63	62	61	63	61	50	50	55					59
Caulfield 15/16	88	90	86	91	87	95	78	78	78				86	
Caulfield 14/15	81	82	88	89	87	79	77	81	82					83
Murrumbeena 15/16	76	77	78	80	78	75	73	63	68				74	
Murrumbeena 14/15	61	60	62	64	61	51	52	61	70					60

Comments:

Number of families using the service

Location	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	YTD AV 15/16	YTD AV 14/15
Carnegie 15/16	55	53	57	61	61	55	49	50	52				55	
Carnegie 14/15	58	54	53	53	55	55	45	47	50					52
Caulfield 15/16	73	76	74	76	72	75	73	70	69				73	
Caulfield 14/15	71	74	78	80	78	69	71	73	73					74
Murrumbeena 15/16	74	79	83	80	75	72	71	66	64				74	
Murrumbeena 14/15	59	56	59	61	59	53	53	63	68					59

Comments:

Number of agency hours used by the service

Location	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	YTD AV 15/16	YTD AV 14/15
Carnegie 15/16	0	0	0	0	0	0	0	0	0				0	
Carnegie 14/15	0	0	0	0	0	0	0	0	0					0
Caulfield 15/16	0	0	0	0	0	0	0	0	0				0	
Caulfield 14/15	0	0	0	0	0	0	0	0	0					0
Murrumbeena 15/6	0	0	0	0	0	0	0	0	0				0	
Murrumbeena 14/15	0	0	0	0	0	0	0	0	0					0

Comments:

Family Day Care

Services	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	YTD AV 15/16	YTD AV 14/15
Numbers of hours care provided: 15/16	14215	13902	17697	15534	15272	13758	9238	12891	12926				13937	
Numbers of hours care provided: 14/15	19858	16409	16264	19979	15376	13309	11855	12908	13591					15505
Number of children cared for: 15/16	175	175	224	192	186	93	116	172	173				167	
Number of children cared for: 14/15	256	216	218	259	207	171	112	159	165					196
Average hours of care per child: 15/16	81	79	79	81	82	148	80	74	75				86	
Average hours of care per child: 14/15	77	76	74	77	74	78	106	81	82					81
Effective full time places (target 140): 15/16	101	99	126	110	109	98	66	92	92				99	
Effective full time places (target 140): 14/15	141	117	116	142	109	95	68	92	97					109
*Number of home visits by field workers 15/16	75	63	53	67	53	51	64	65	53				60	
*Number of home visits by field workers 14/15	85	73	61	57	53	36	41	58	53					57

Comments:

*Fieldwork staff visit educators in their homes to monitor the childcare, support and resource the educators. Target 53

Maternal and Child Health

% of key visits for children at each significant milestone

GECC Key Age and Stage Visits	GECC Targets %	Average % Year to Date 2015/2016 (Financial Year)	Average % 2014/2015 (Financial Year)
Home Visit	98	101**	102**
2 weeks	98	99	100
4 weeks	98	98	100
8 weeks	95	97	98
4 months	95	94	97
8 months	90	94	95
12 months	90	91	93
18 months	85	87	91
2 years	81	90	91
3.5years	77	90	90

Enhanced Maternal & Child Health Families	GECC Target	Year to Date 2015/2016 (Financial Year)	2014/2015 (Financial Year)
Number of Closed Cases	72	60	75

12,161 Key Ages and Stages visits year to date (Yearly Target 15,000)

** Targets are aligned with the specific ages of children in each month. Percentages over 100% can occur when children seen in a month exceed those due a visit.

Public Health Food Safety

Services	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	YTD 15/16	YTD 14/15
Total Inspections 15/16	195	162	167	154	159	99	105	131	152				1,324	
Total Inspections 14/15	231	132	220	159	218	95	100	144	155	162	191	172		1,454

Comments: Food businesses receive at least one statutory inspection each year to assess compliance with relevant food safety standards and to determine the risk they pose to the public. As part of this inspection all food safety risks are examined and businesses are assessed against 5 star criteria. In addition to these statutory assessments, a number of other inspections are completed including inspections to obtain food samples, to investigate complaints or to follow up food safety concerns identified during previous assessments.

Food Sampling

Services	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	YTD 15/16	YTD 14/15
Food samples taken 15/16	65	31	24	31	32	49	21	22	29				304	
Food samples taken 14/15	22	24	56	36	13	28	32	14	21	29	40	36		246
Compliant % – 15/16	97%	90%	92%	100%	96%	98%	94%	82%	86%				93%	
Compliant % - 14/15	100%	100%	86%	83%	92%	93%	88%	100%	95%	95%	91%	93%		93%

Comments: The *Victorian Food Act* requires Council to take 189 food samples each year from childcare centres, aged care facilities, hospitals, restaurants, cafes and takeaway businesses. Food samples are analysed for levels of bacteria and non-conformances are followed up by Environmental Health Officers.

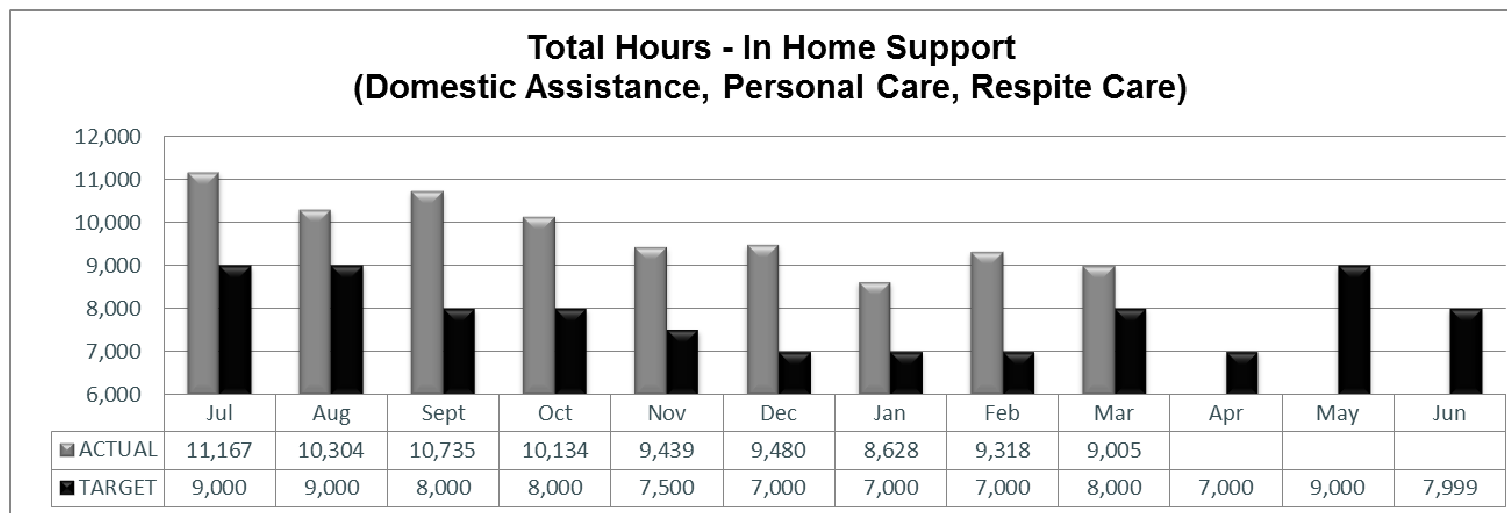
Library Services

Services	Jul-15	Aug-15	Sep-15	Oct-15	Nov-15	Dec-15	Jan-16	Feb-16	Mar-16	Apr-16	May-16	Jun-16	YTD 15/16	YTD 14/15
Loans*	124,454	116,670	115,925	109,248	106,291	112,802	124,526	102,776	108,636				1,021,328	945,487
Visits	64,240	57,282	59,350	57,327	55,945	53,358	59,700	55,340	57,789				520,331	530,478
Home Visits	184	186	187	189	190	189	190	188	187				1,690	1,484
Storytime & Babytime attendance**	5,882	5,406	5,320	5,351	4,967	4,331	4,369	4,937	4,575				45,138	44,918

* Includes loans from library branches, web page, and e-collections (eBooks, eAudio books, music downloads and eMagazines)

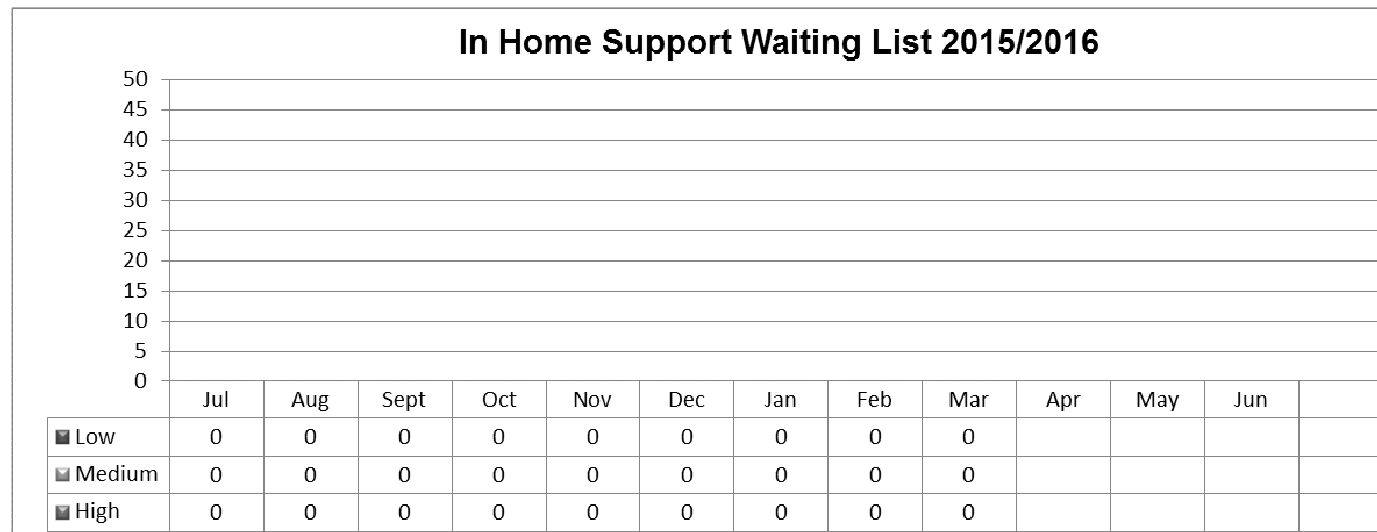
** Storytime and Babytime attendance includes children and adults.

Hours of service delivery for Domestic Assistance, Personal Care, and Respite Care.



Comments:

The target hours are those funded by the State Government. Council also delivers hours over and above State Government Funding. For the March quarter, In Home Support hours were over target (+4,951)

**Comments:**

There were no residents on the waiting list for the March quarter

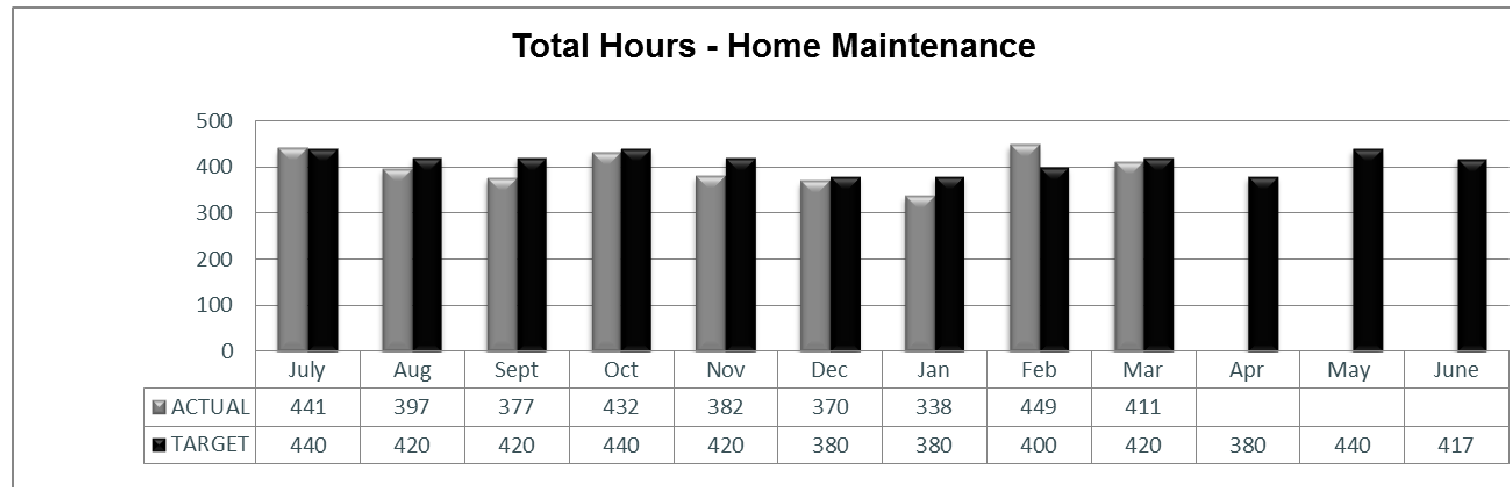
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DELIVERED MEALS REFERRALS - JANUARY TO MARCH 2016

Number of Meal Referrals for the quarter (Jan-March 16)	Number of Meal Referrals Accepted for the quarter (Jan-March 16)	Year to Date Meal Referrals (July 15 - March 16)	Year to Date Meal Referrals Accepted (July 15 - March 16)	Year to Date Meals Delivered (July 15 - March 16)
30	30	81	81	37,774

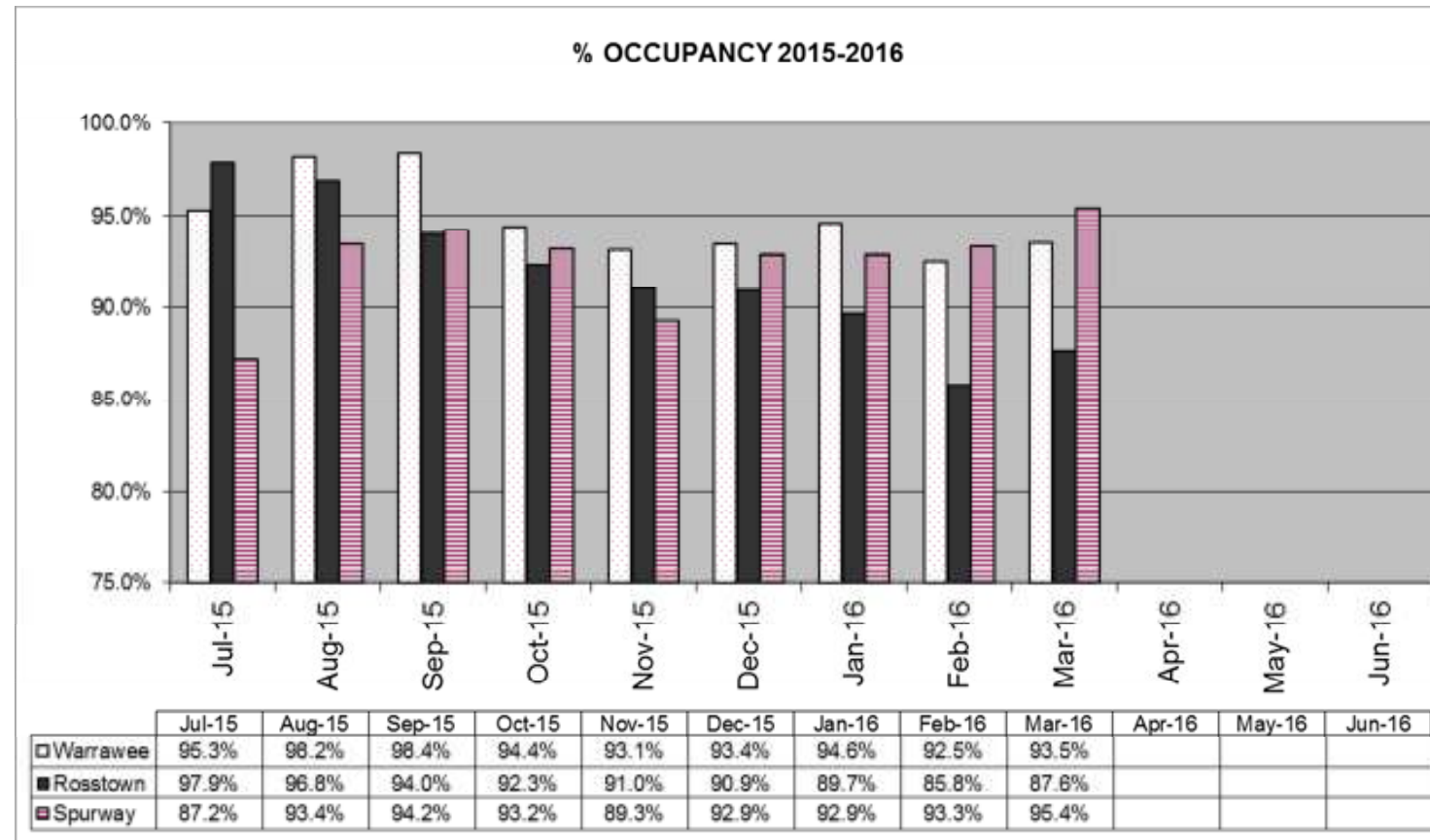
Comments:

For the March quarter, 11,976 meals were delivered against a target of 15,000 meals (-3,024meals). All requests for meals are being met.

**Comments:**

For the March quarter, Home Maintenance hours were under target (-2hrs)

Residential Aged Care Services – Occupancy



Risk Management

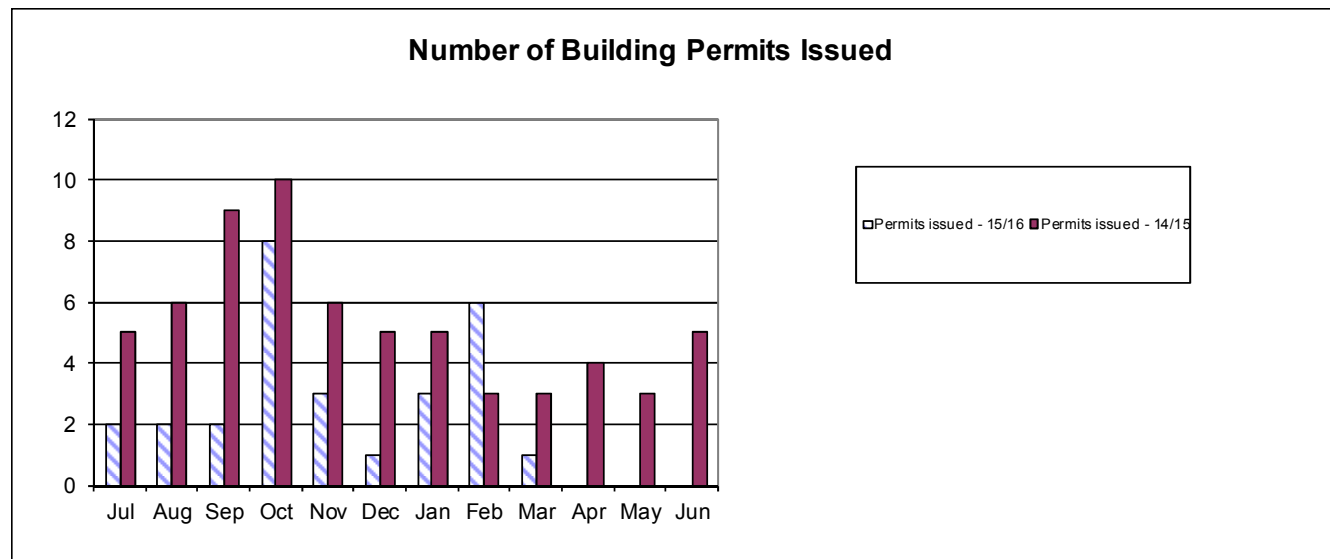
Insurance Claims	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	YTD 15/16	YTD 14/15
Liability Received – 15/16	31	29	33	31	29	30	22	27	18				250	
Liability Received – 14/15	17	21	18	32	18	13	15	18	35	27	28	29		187
Liability Closed – 15/16	20	33	1	43	25	29	2	58	5				216	
Liability Closed – 14/15	3	2	0	54	4	30	36	0	2	4	94	3		131
Motor Vehicle Received – 15/16	1	7	5	1	1	0	1	2	3				21	
Motor Vehicle Received – 14/15	2	1	6	1	2	1	1	2	2	7	0	4		18
Motor Vehicle Closed – 15/16	7	3	3	4	7	0	1	0	5				30	
Motor Vehicle Closed – 14/15	0	0	0	4	2	8	0	0	1	5	1	2		15
Other Received – 15/16	0	1*	0	0	0	0	0	0	0	0			1	
Other Received – 14/15	0	0	0	0	0	0	0	0	0	0	0	0		0
Other Closed – 15/16	0	0	0	0	0	0	0	0	0	0			0	
Other Closed – 14/15	0	0	0	0	0	0	0	0	0	0	0	0		0

Comments

*25 August 2015 burst water pipe resulting in a water damage claim at Rosstown Community 6 Ames Avenue Carnegie.

Civic Compliance

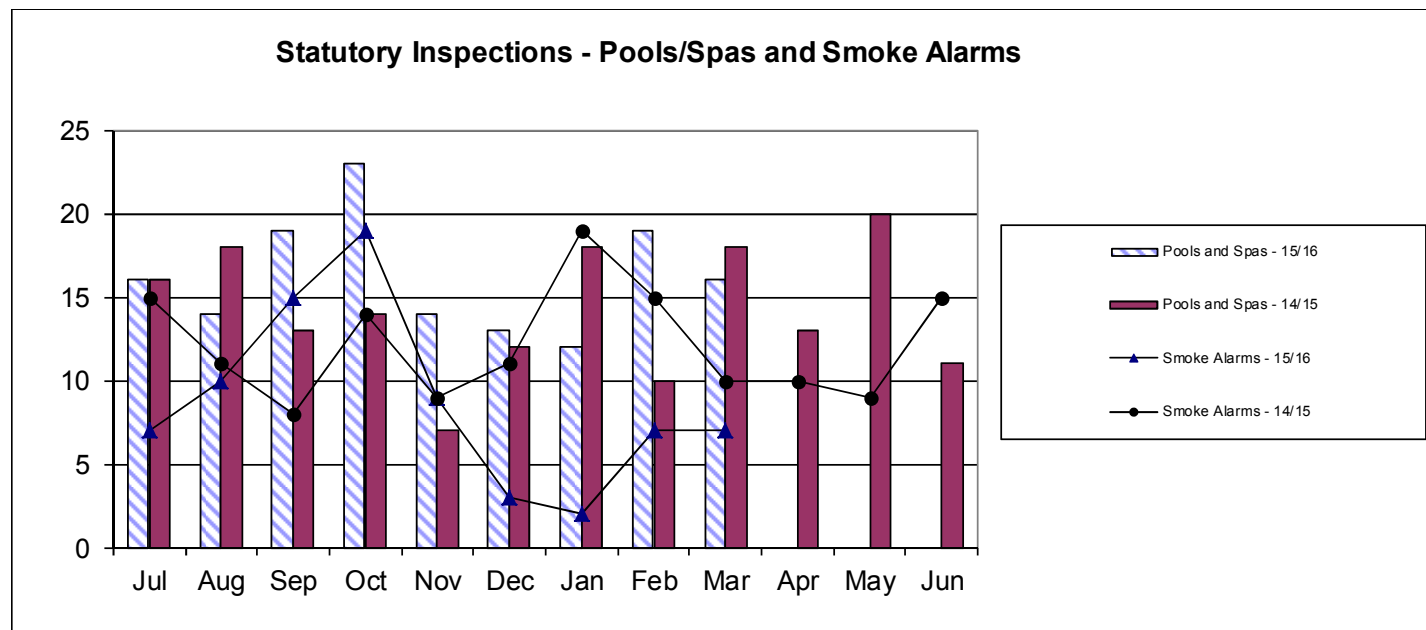
Building



Permits	YTD 2015-16	YTD 2014-15
Permits issued	28	52

Comments:

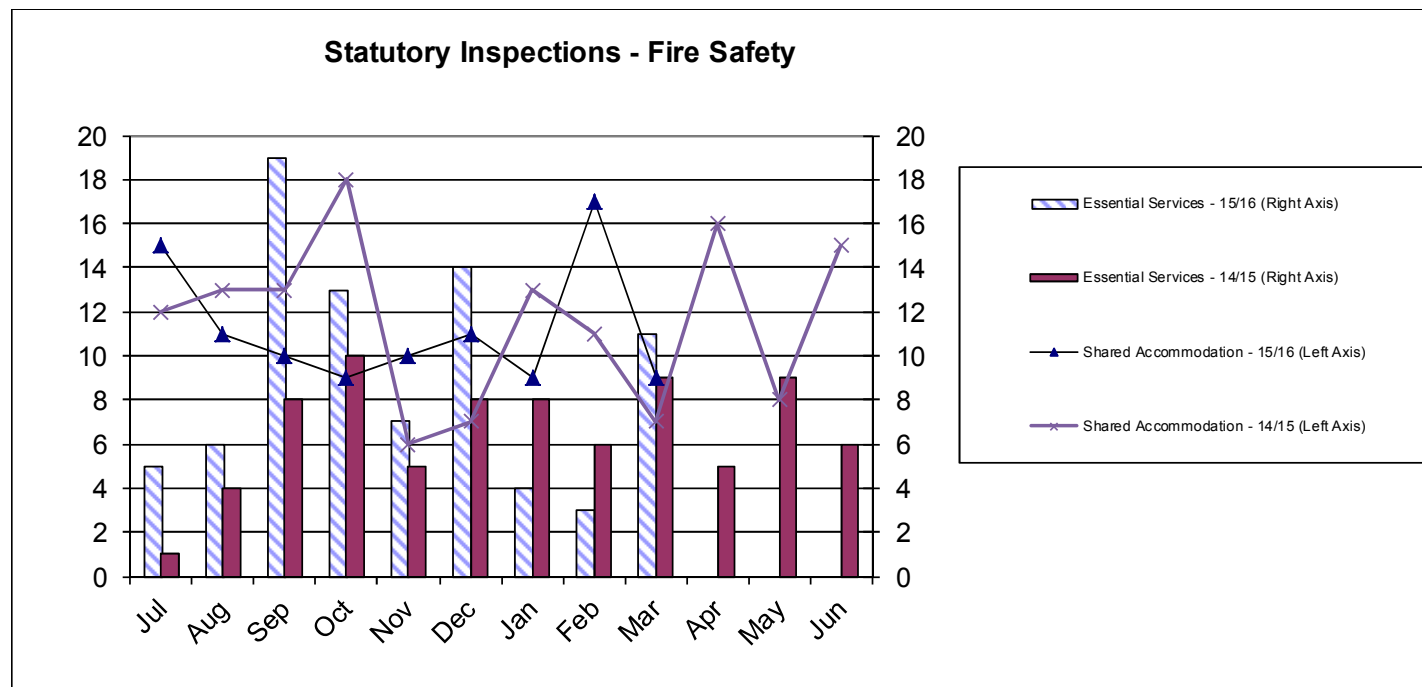
The majority of building permits issued in Victoria are by Private Building Surveyors. Council only issues a small number each month, mainly to Glen Eira owner-builders for minor works. For the last quarter the permits were for small scale domestic construction such as fences, carports and verandas, with 6 permits issued in February- two being for the construction of hit-up walls in two of Council's parks.



Statutory inspections - Pools/Spas & Smoke Alarms	YTD 2015-16	YTD 2014-15
Pools and Spas	146	126
Smoke Alarms	79	112

Comments:

The pools/spa and smoke alarm program ensures community safety. Inspection levels over the last quarter are within expected range. Many of the pool barrier inspections carried out are pre booked as follow up inspections. This resulted in higher amount of inspections in February.

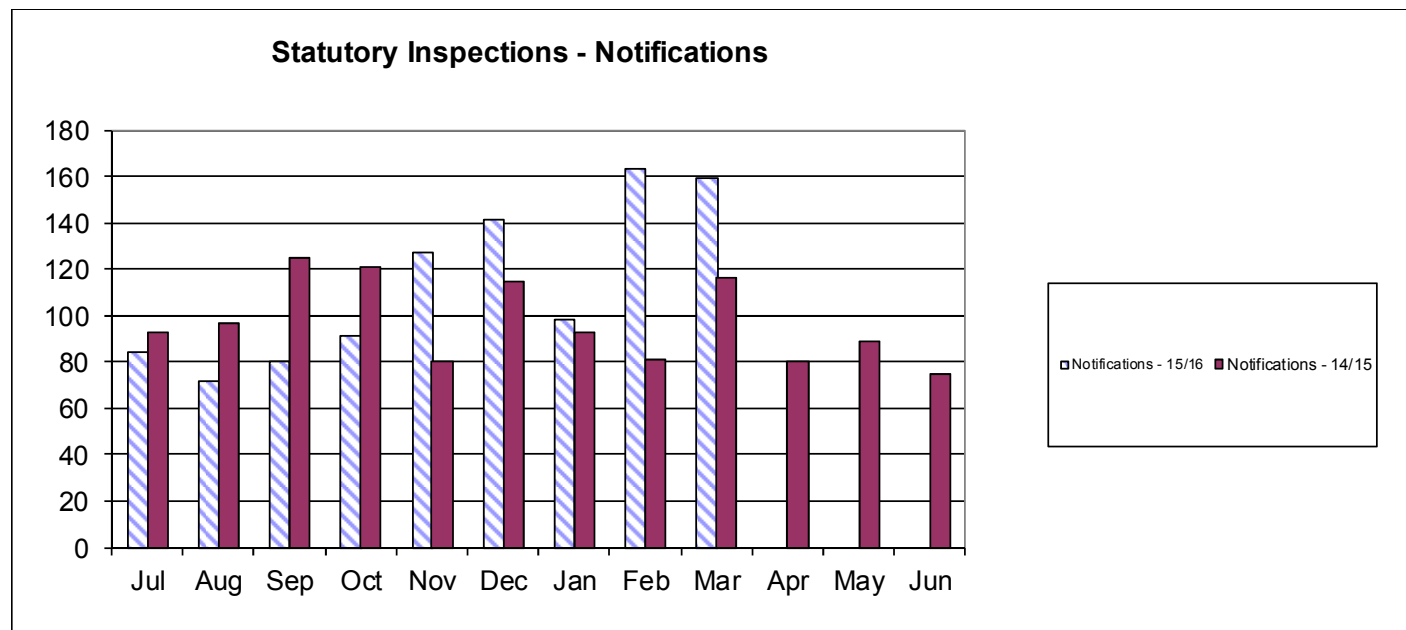


Statutory inspections - Fire Safety	YTD 2015-16	YTD 2014-15
Essential Services	82	59
Shared Accommodation	101	100

Comments:

The number of shared accommodation inspections is dependent upon information from the community and Consumer Affairs Victoria. Over the last quarter, the number of essential service inspections carried out remains high. This was made up of the regular inspections and follow up inspections pre booked 12 months prior.

February inspections of shared accommodation premises are notably higher, possibly coinciding with influx of students about to commence first semester study.



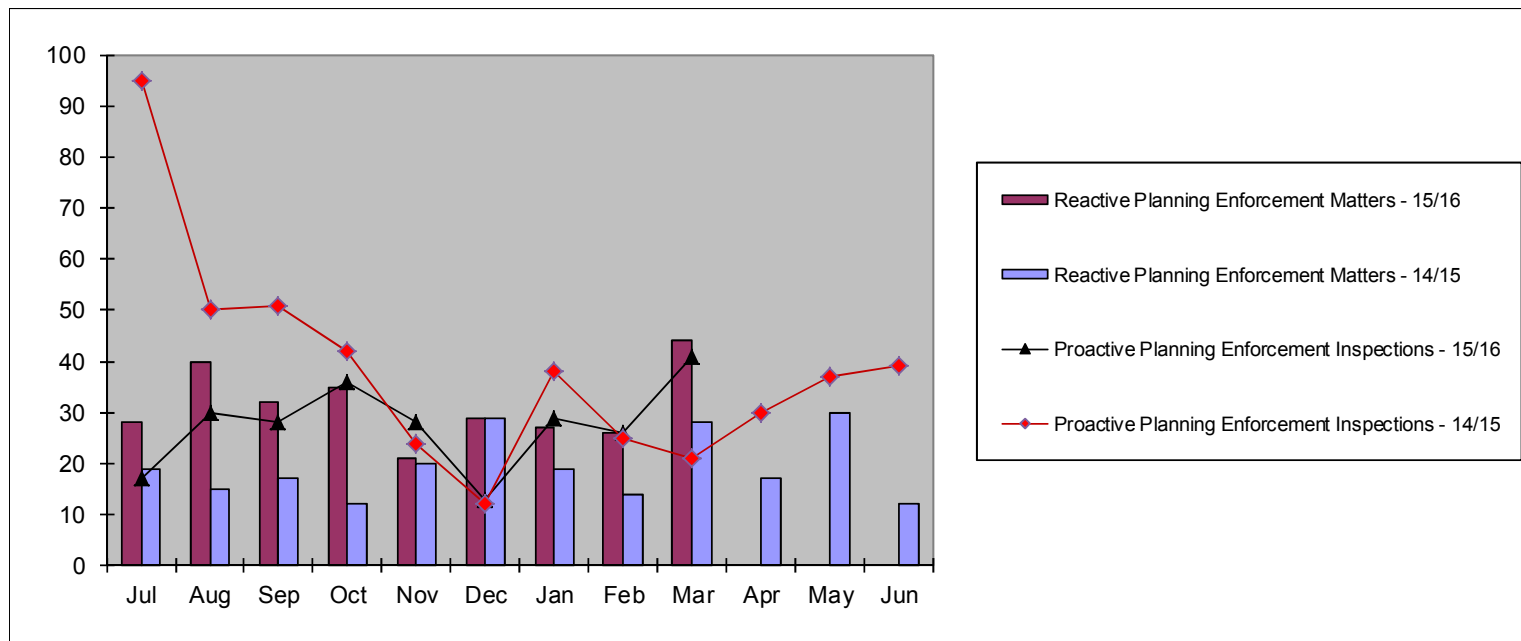
Statutory inspections - Notifications	YTD 2015-16	YTD 2014-15
Notifications	1015	921

Comments:

Notifications from the community in the last quarter have increased compared with the same period last year. Potentially dangerous buildings and fences remain a community concern. Council's strong stance on public safety raises public awareness on these matters. The spike in February and March has placed pressure on resources, which are shared across other safety programs in the service unit. This is to be monitored in the coming months.

Planning Enforcement

Number of Planning Enforcement Matters – inquiries, follow ups and investigations

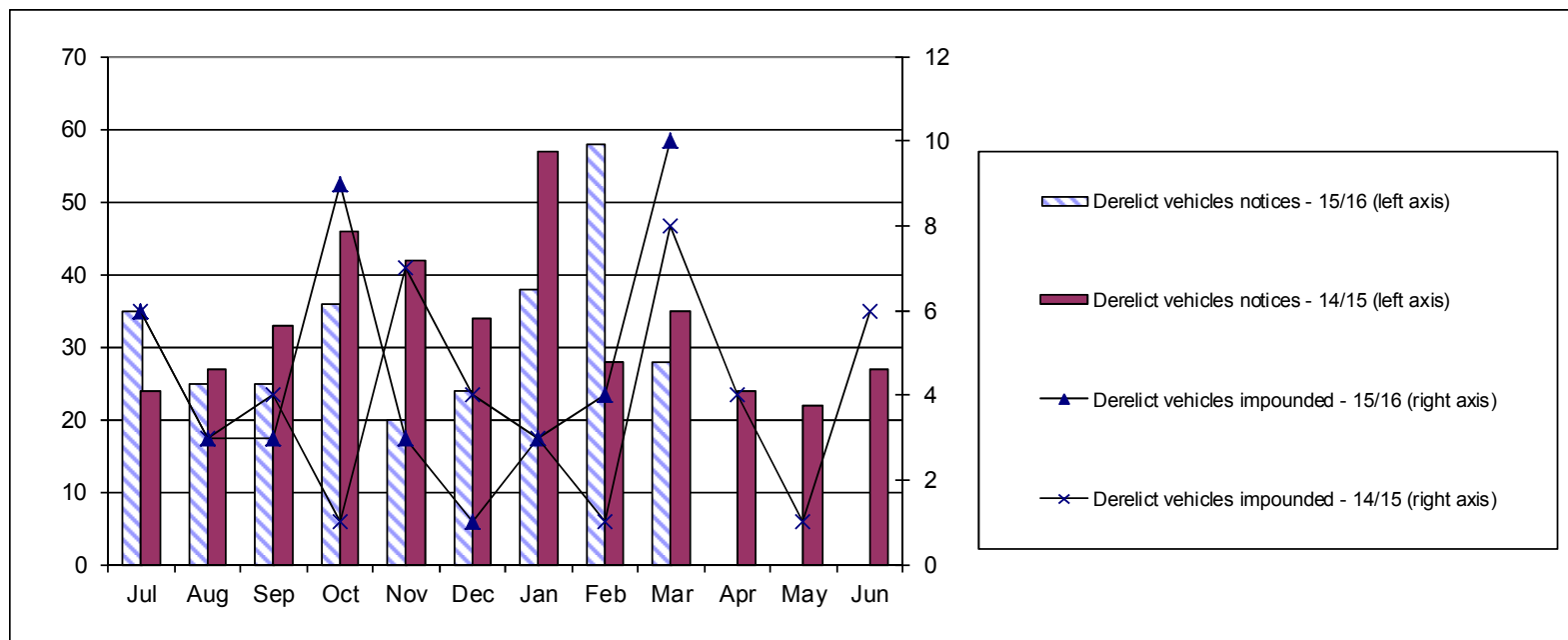


Planning Enforcement Matters

	YTD 2015-16	YTD 2014-15
Reactive Planning Enforcement Matters	310	190
Proactive Planning Enforcement Inspections	311	388

Comments: The number of proactive planning enforcement inspections will always fluctuate because the ability to carry out these inspections is largely dependent upon factors such as the number of reactive planning enforcement matters and the nature and complexity of the associated investigations. Notably, reactive enforcement matters over the last quarter were consistently higher than the same period last year, indicating an increase in community concerns received by Council on planning compliance matters that required investigation.

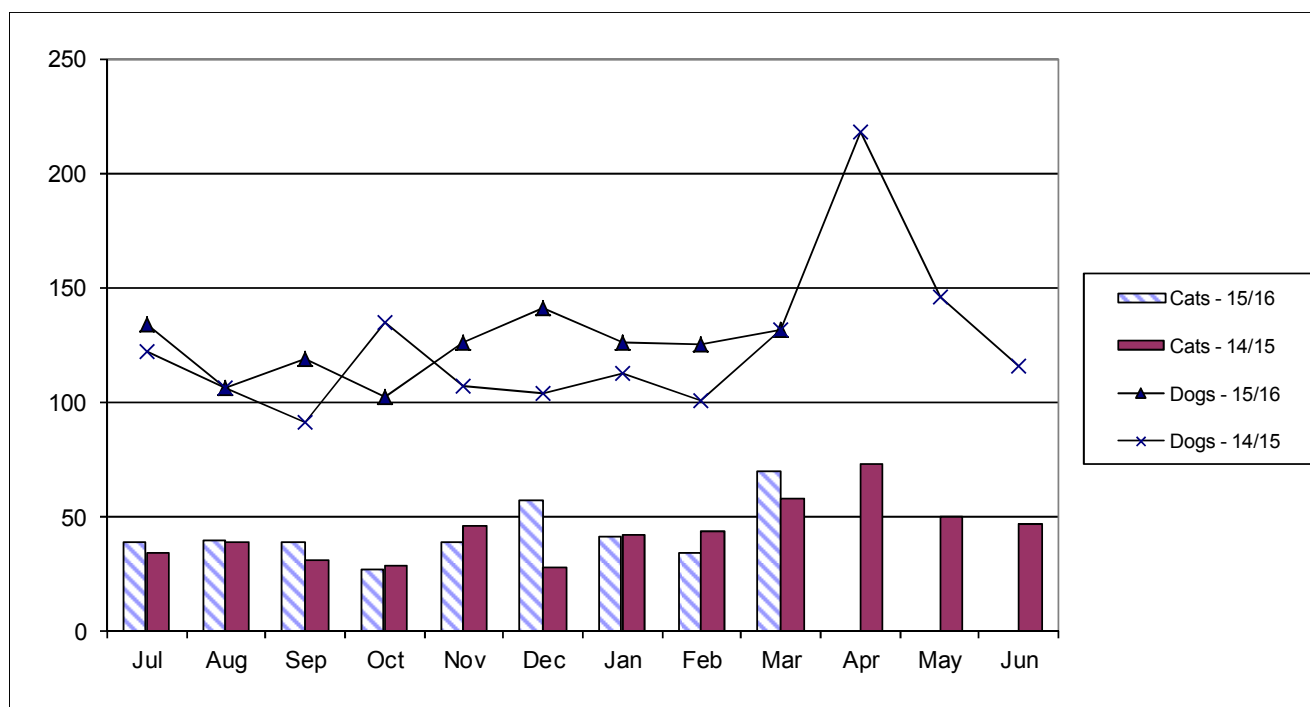
Number of Derelict vehicle notices issued –v- Derelict vehicles impounded



Derelict Vehicles	YTD 2015-16	YTD 2014-15
Derelict vehicles notices	331	350
Derelict vehicles impounded	48	41

Comments:

This is a reactive service in response to notifications received from the community. Generally owners respond promptly to notices to remove their cars. However, notices issued in February were similar to that of the Month of January the preceding year, possibly indicating a seasonal variation.

Animal Management - new dog and cat registrations received (first time registrations)

Animal Registration	YTD 2015-16	YTD 2014-15
Cats	457	424
Dogs	1294	1229

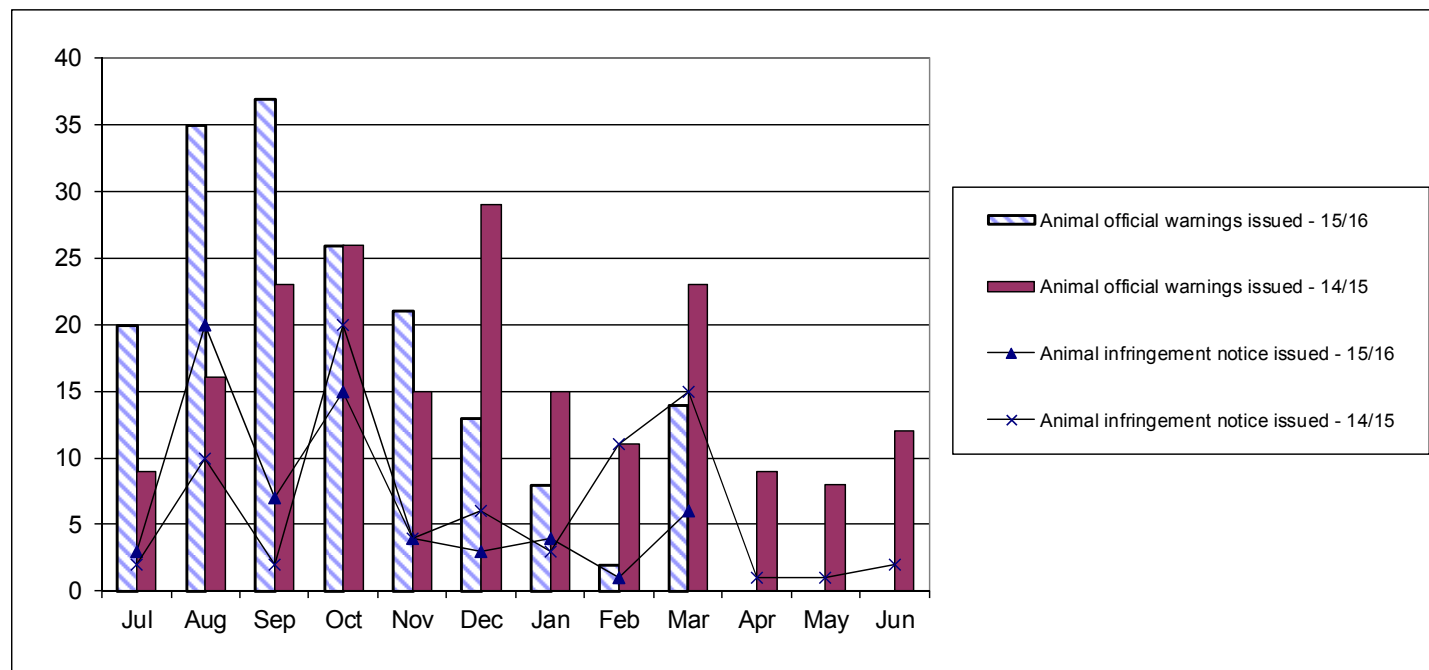
Total Registration Figures – all dogs/cats currently registered with Council

Registrations	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016
Dog	11167	11265	11489	11441	11600	11375	12053	12342	11924	11945	12334
Cat	6779	6157	5950	5742	5581	5164	5305	5349	5100	5124	5237

Comments:

Registration levels remain in the expected range. However please note that total registered animals to date is high as renewals have recently been sent out.

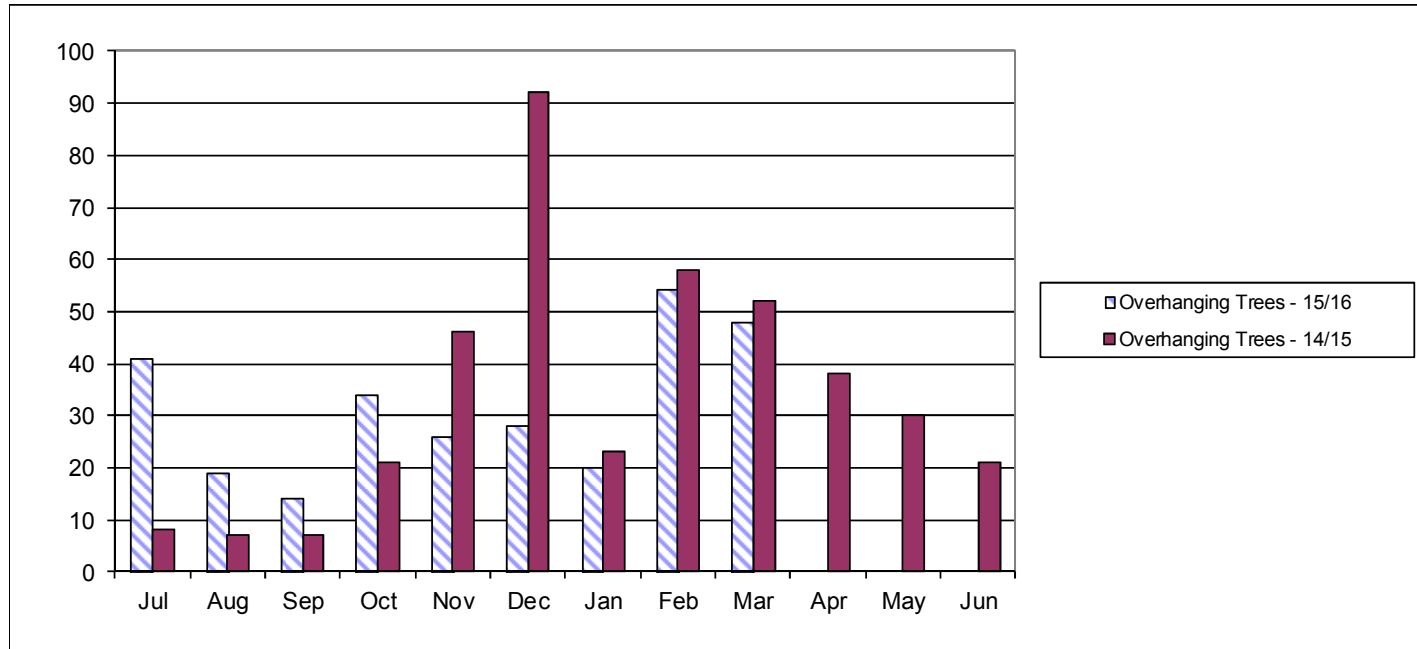
Number of Animal Official Warnings V's Infringement Notices issued



Animal Infringements	YTD 2015-16	YTD 2014-15
Animal official warnings issued	192	176
Animal infringement notice issued	68	68

Comments:

Activity levels in both official warning and infringement notices are within expected ranges. It is pleasing to note that in the last quarter fewer cautions and infringements were issued overall than the same time last year, indicating a higher level of compliance, especially in February.

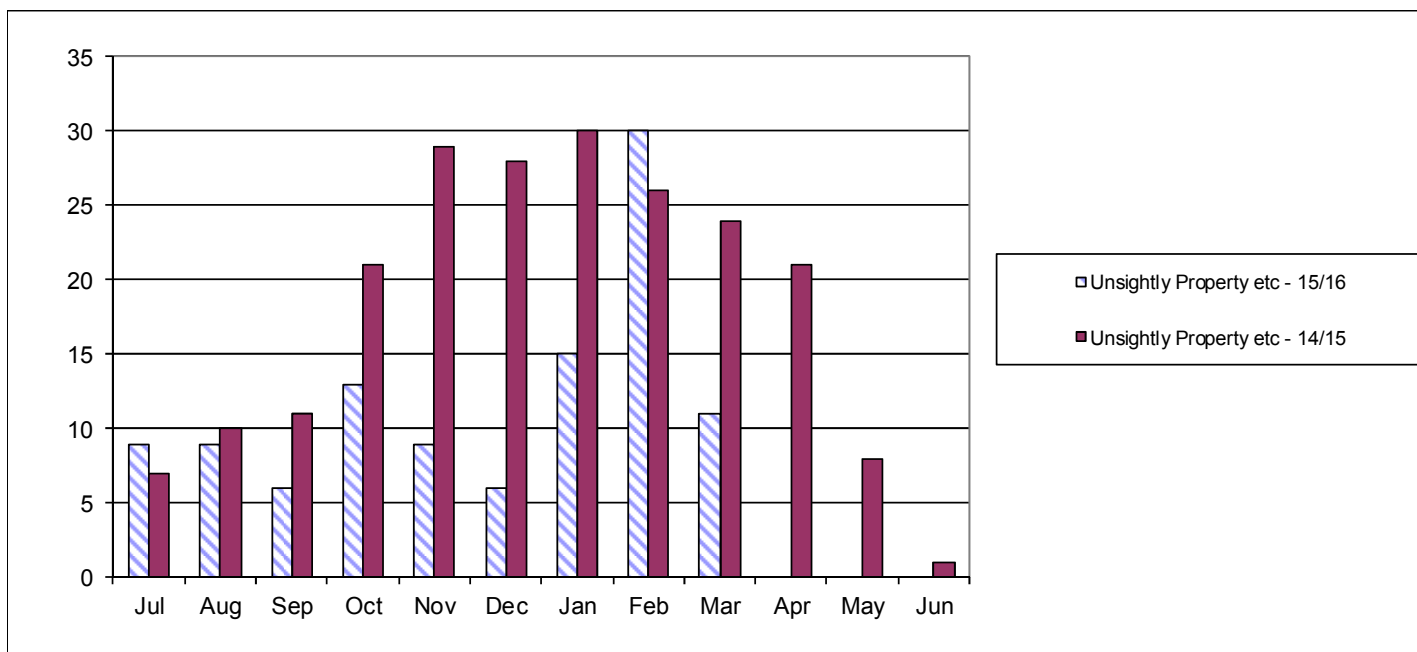
Local Laws**Number of overhanging tree notices issued**

Notices Issued - Overhanging Trees	YTD 2015-16	YTD 2014-15
Overhanging trees	326	352

Comments:

The trend usually represents seasonal factors such as rainfall and other weather conditions. The number of notices issued in the last quarter are within expected ranges.

Number of Unsightly Property, Dangerous Land and Fire Hazard notices issued

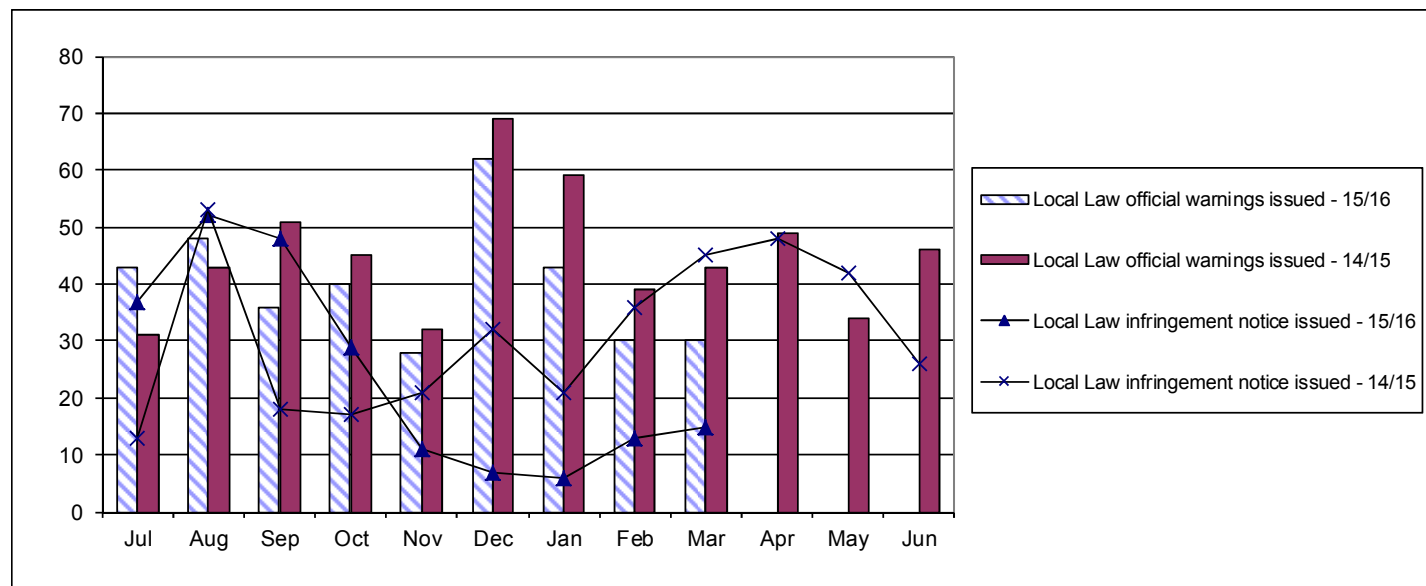


Unsightly Property Notices	YTD 2015-16	YTD 2014-15
Unsightly property notices issued	121	207

Comments:

Overall the level of unsightly property notices issued throughout the year have been lower than the previous year. The service is largely reactive, responding to complaints lodged with Council regarding unsightly properties.

Number of Local Law Official Warnings versus Infringement Notices issued

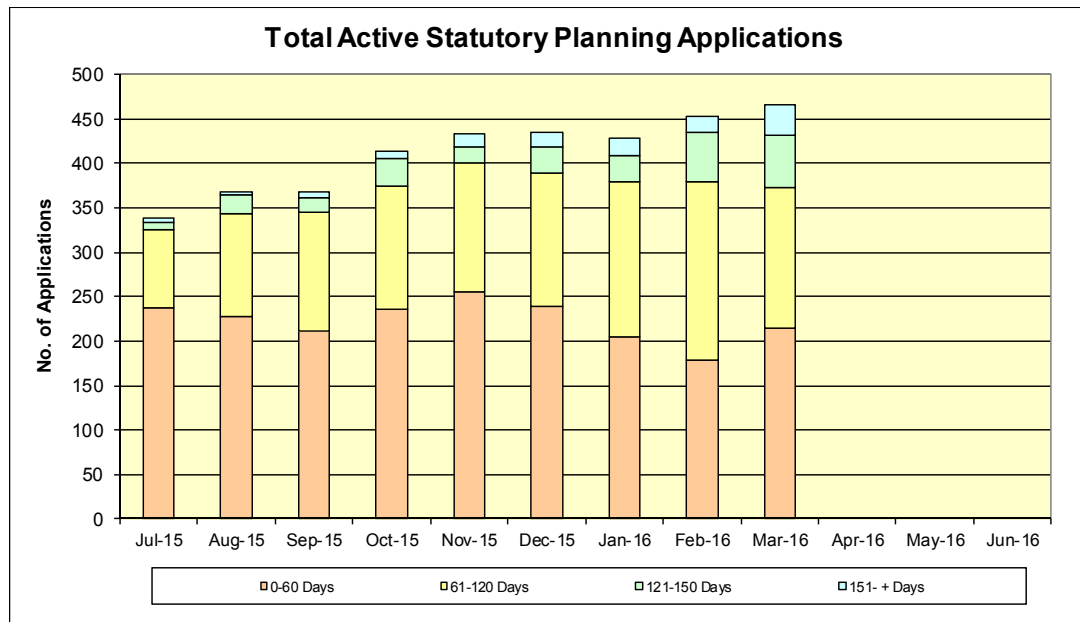


Local Law Notices	YTD 2015-16	YTD 2014-15
Local Law official warnings issued	403	461
Local Law infringement notice issued	250	304

Comments:

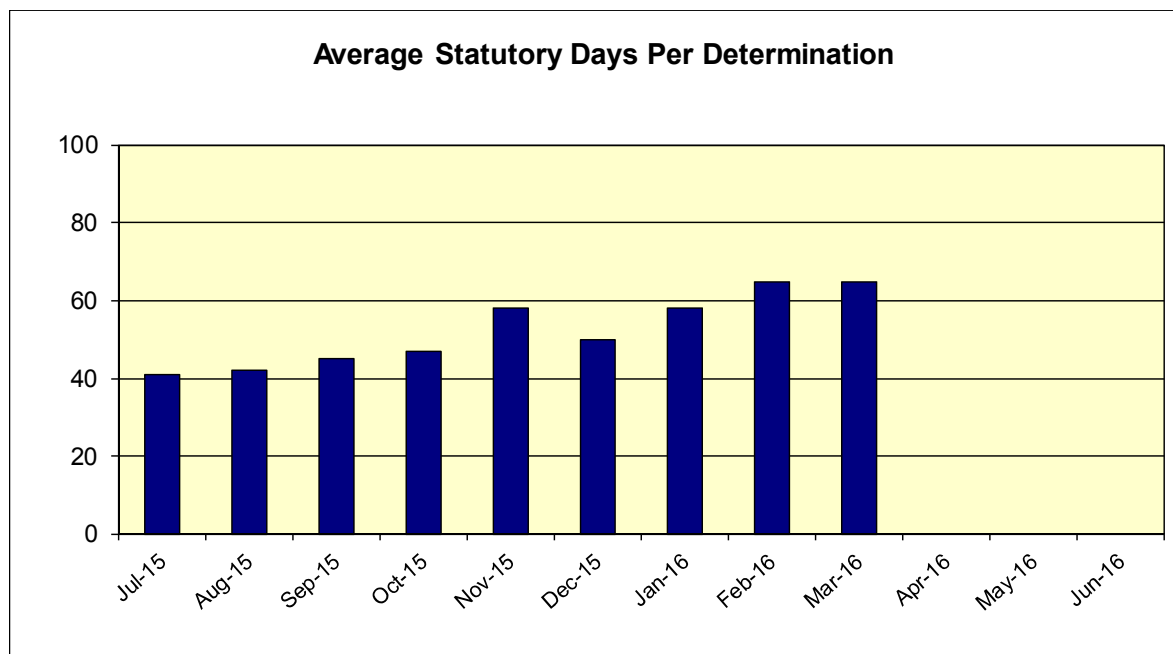
Fewer infringement and cautions were issued over the last quarter compared to the same period last year. This appears to show a trend over the last six months whereby compliance with the requirements of the Local Laws is apparently occurring after a deliberate low tolerance approach to breaches of the local law, especially around building sites.

Total Active Statutory Planning Applications



Comments:

The high number of active applications results from Metropolitan Melbourne's ongoing development boom.

Average Statutory Days Per Determination**Comments**

The high application numbers have had an impact on decision timelines.

PLANNING DECISIONS BY DECISION MAKER – RESIDENTIAL DEVELOPMENT ONLY – for quarter ending 31 March 2016

Decision Maker	Total Number of Residential Applications Decided	Average Number of Objections per Decision	Number of decisions made by application type			
			Dwellings		Storeys	
			4 dwellings or more	3 dwellings or less	4 storeys or more	3 storeys or less
Council Resolution	16	24	14	2	14	2
D.P.C.	105	3	17	88	0	105

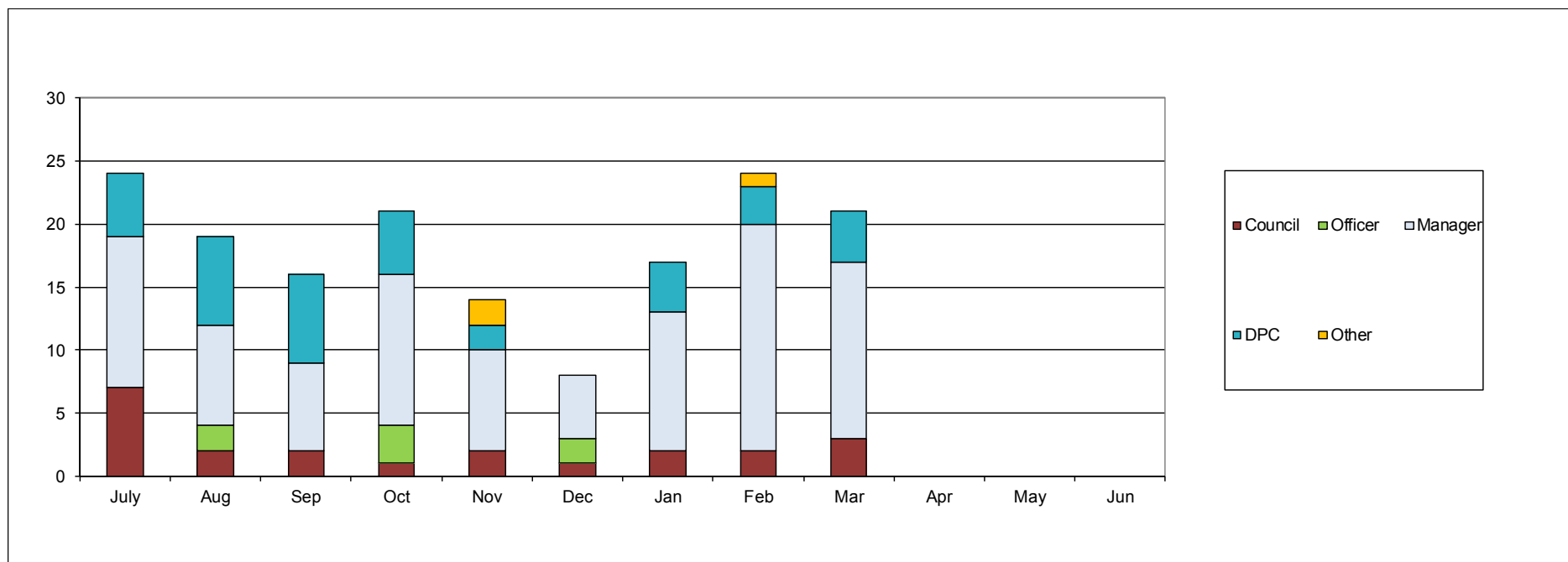
Comments:

This Table covers applications for residential development which have received objections. Other matters such as Planning Scheme Amendments, applications for non-residential development and applications which have not attracted objections are not included.

The Act requires Council to consider all written objections.

At Glen Eira, all objectors have the opportunity to speak to their objection either at a Planning Conference or at a Delegated Planning Committee meeting.

All of the above decisions are subject to appeal at VCAT.



Comments:

Non-compliant applications continue to be refused by the Statutory Planning Manager. As a result, the majority of appeals lodged are against Manager decisions.

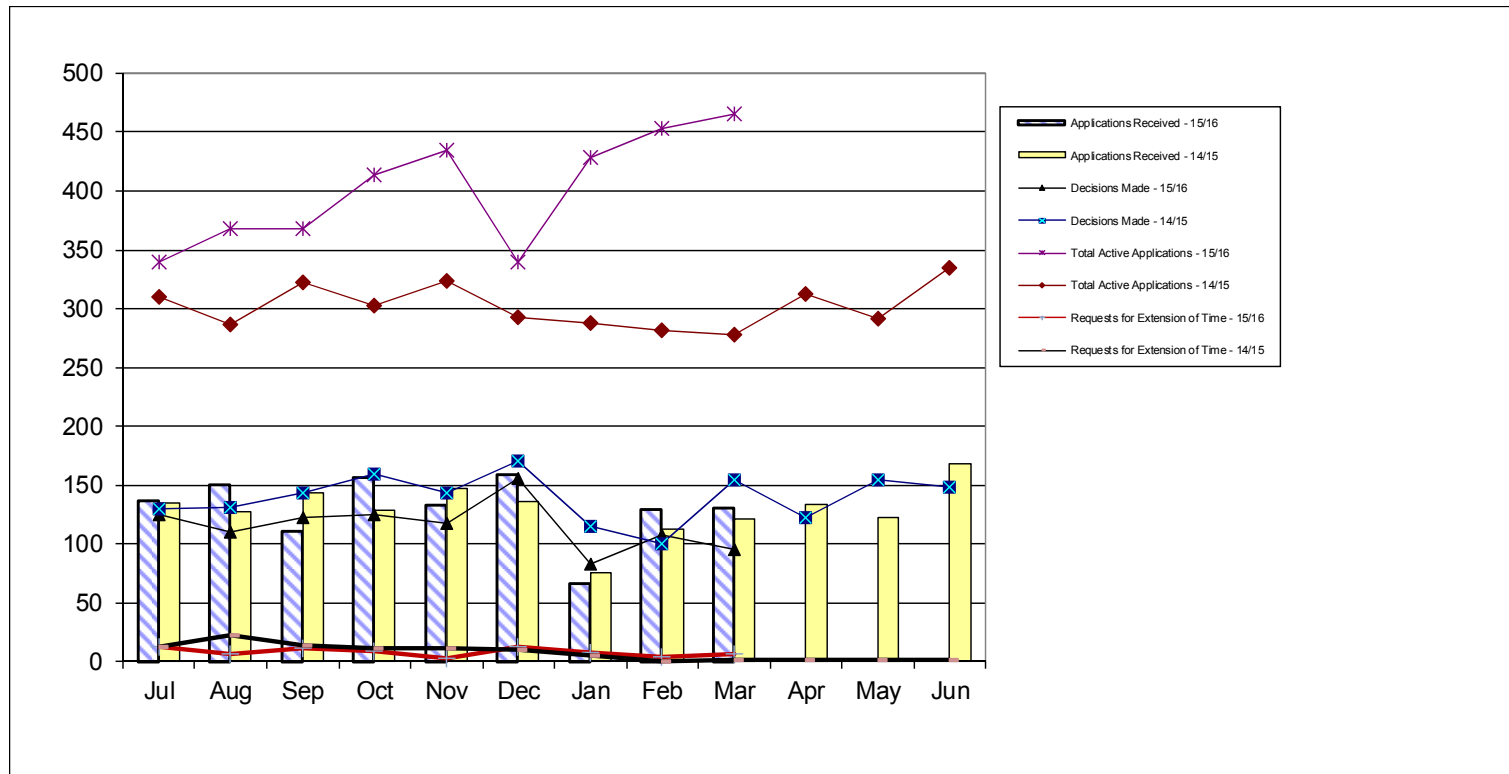
Planning Appeals Lodged – 2014/2015 and 2015/2016 comparison

Authority	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Council - 2015/2016	7	2	2	1	2	1	2	2	3			
Council - 2014/2015	3	1	1	5	1	3	4	5	1	0	5	1
Officer - 2015/2016	0	2	0	3	0	2	0	0	0			
Officer - 2014/2015	1	0	0	3	0	0	1	0	1	0	0	0
Manager - 2015/2016	12	8	7	12	8	5	11	18	14			
Manager - 2014/2015	5	5	5	7	5	8	5	5	3	4	14	7
DPC - 2015/2016	5	7	7	5	2	0	4	3	4			
DPC - 2014/2015	1	3	11	2	3	3	4	3	2	4	6	3
Other - 2015/2016	0	0	0	0	2	0	0	1	0			
Other - 2014/2015	0	0	0	0	0	0	0	1	0	0	0	0

Comments:

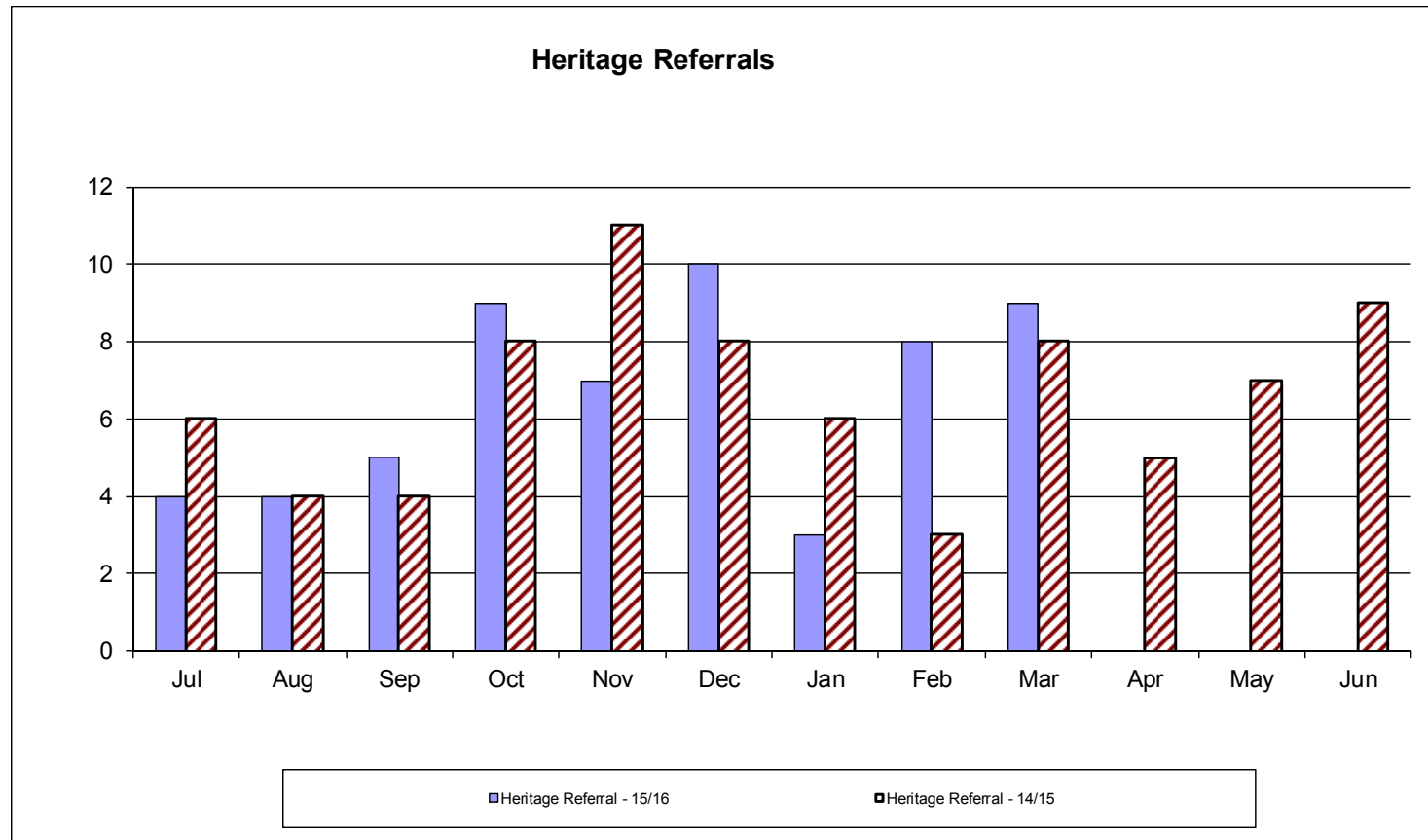
Appeal numbers as a result of refusal decisions made by the Manager remain high.

Planning Applications Received and Decisions Made



Planning Applications Received & Decisions Made	YTD 2015-16	YTD 2014-15
Applications Received	1167	1127
Decisions Made	1042	1245
Total Active Applications	3609	2684
Requests for Extension of Time	75	89

Comments: There has been a consistently high number of planning applications received.

Strategic Planning**Heritage Referrals****Comments:**

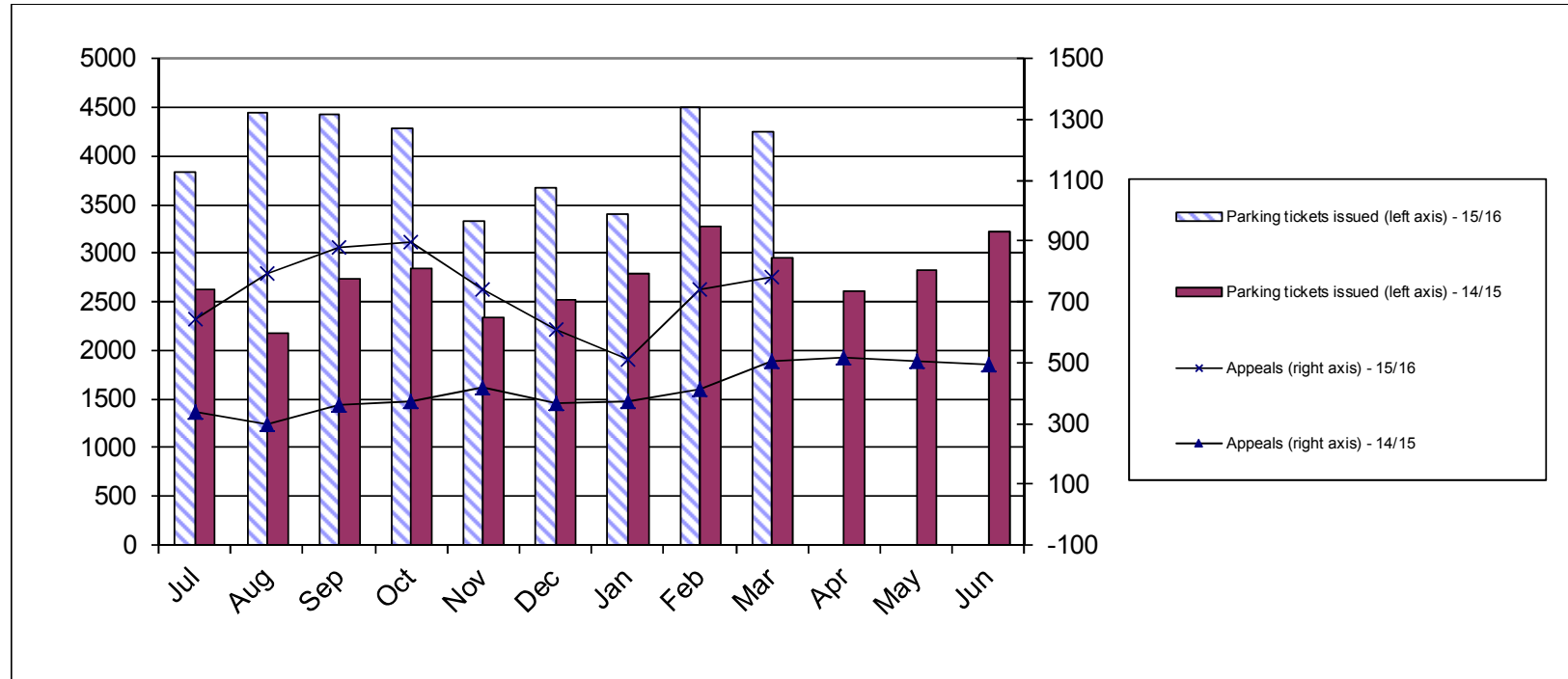
The heritage referral service continues to benefit the community.

STATUS OF PLANNING SCHEME AMENDMENTS

Amendment	Prepared	Exhibited	Panel	Council Decision	Minister
Amendment C70 Special Building Overlay Additions and overlay boundary alterations	On hold due to Melbourne Water.				
Amendment C71 Special Building Overlay Subtractions	Lodged on 2 Feb 2015 (On hold due to Melbourne Water)				
Amendment C121 641, 647, 647A, 659, 663, 669 & 681 North Road Rezone the land from a Commercial 2 Zone to Mixed Use	Authorisation 10 November 2014.	15 January to 16 February 2015	Panel hearing dealt with on the papers.	Council resolved to adopt this amendment on 11 August 2015.	Awaiting the Minister's decision.
Amendment C123 Update Child Care Centres Policy	Authorisation received 22 October 2014	22 January to 23 February 2015	Panel hearing held on 1 st June 2015	Council resolved to adopt this amendment on 11 August 2015.	Approved by the Minister on 14 January 2016.
Amendment C135 53 Magnolia Road, Gardendale Apply a Public Acquisition Overlay (PAO) over property	Authorisation received 26 February 2015	19 April to 25 May 2015	N/A	Council resolved to adopt this amendment on 9 June 2015.	Approved by the Minister on 5 August 2015.
Amendment C139 136- 138 & 140- 146 Glen Eira Road, Elsternwick	Authorisation received 8 July 2015	Public exhibition period to commence on 30 July 2015	N/A	Council resolved to adopt this amendment on 13 October 2015.	Approved by the Minister on 24 March 2016.
Amendment C140 93 Mimosa Road and 11 Mile End Road, Carnegie	Authorisation received 12 June 2015	Public exhibition period from 9 July to 10 August 2015.	Panel hearing dealt with on the papers.	Council resolved to adopt this amendment on 8 December 2015.	Approved by the Minister on 24 March 2016.
Amendment C144 53 Magnolia Rd, Gardenvale Delete PAO and rezone to Public Park and Recreation Zone	Lodged with DELWP 27 November 2015.	N/A	N/A	Council resolved to seek 20(4) approval from the Minister 24 November 2015.	Approved by the Minister on 10 March 2016.

Parking and Prosecutions

Parking tickets issued versus Appeals received

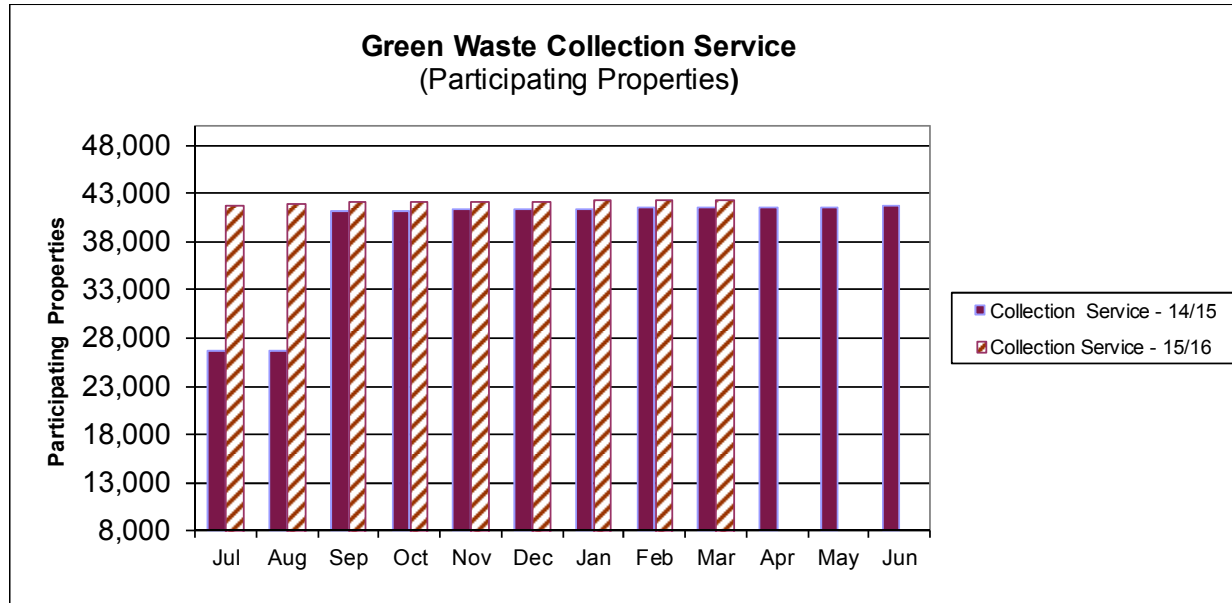


Comments:

Enforcement continues to emphasise safety around schools, building sites and around the grade separation works associated with Ormond, McKinnon & Bentleigh rail corridors.

Waste Management

Green Waste

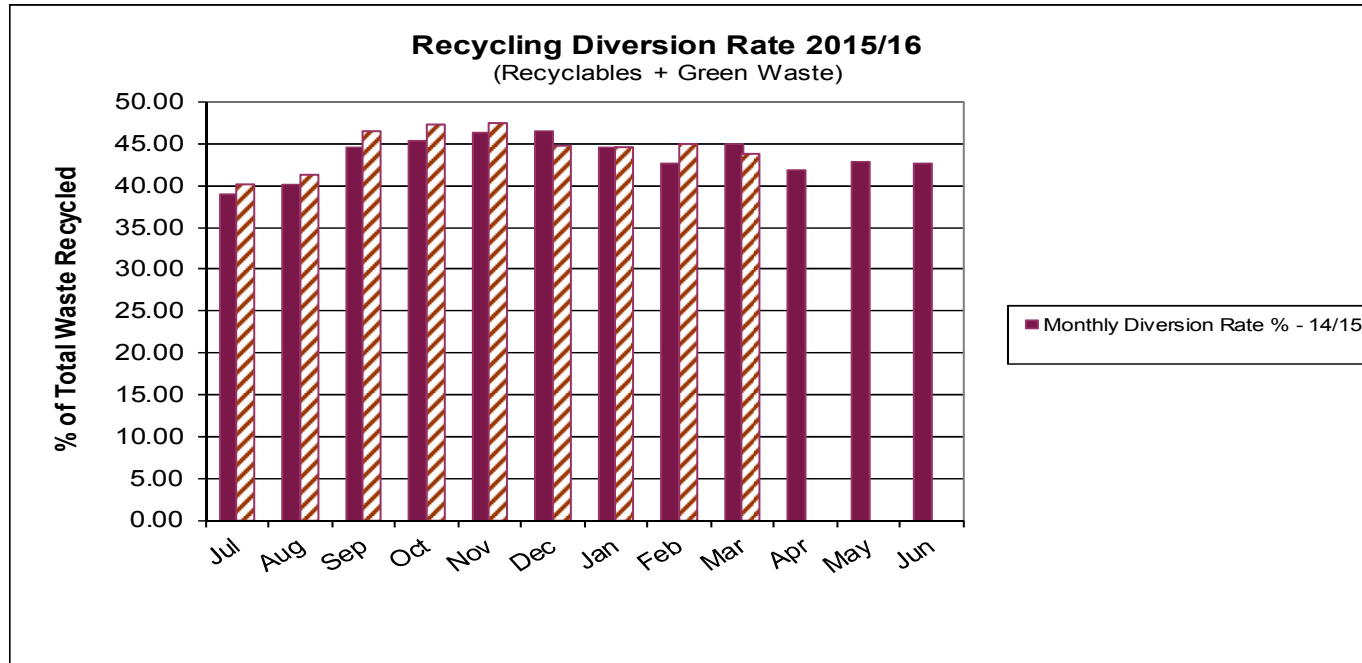


Comments:

Council rolled out green waste bins to all remaining households that could make use of one in September 2014 resulting in a 55 percent increase in green waste bins in use at the time.

There are 587 more green waste bins in use since the start of the financial year.

Recycling

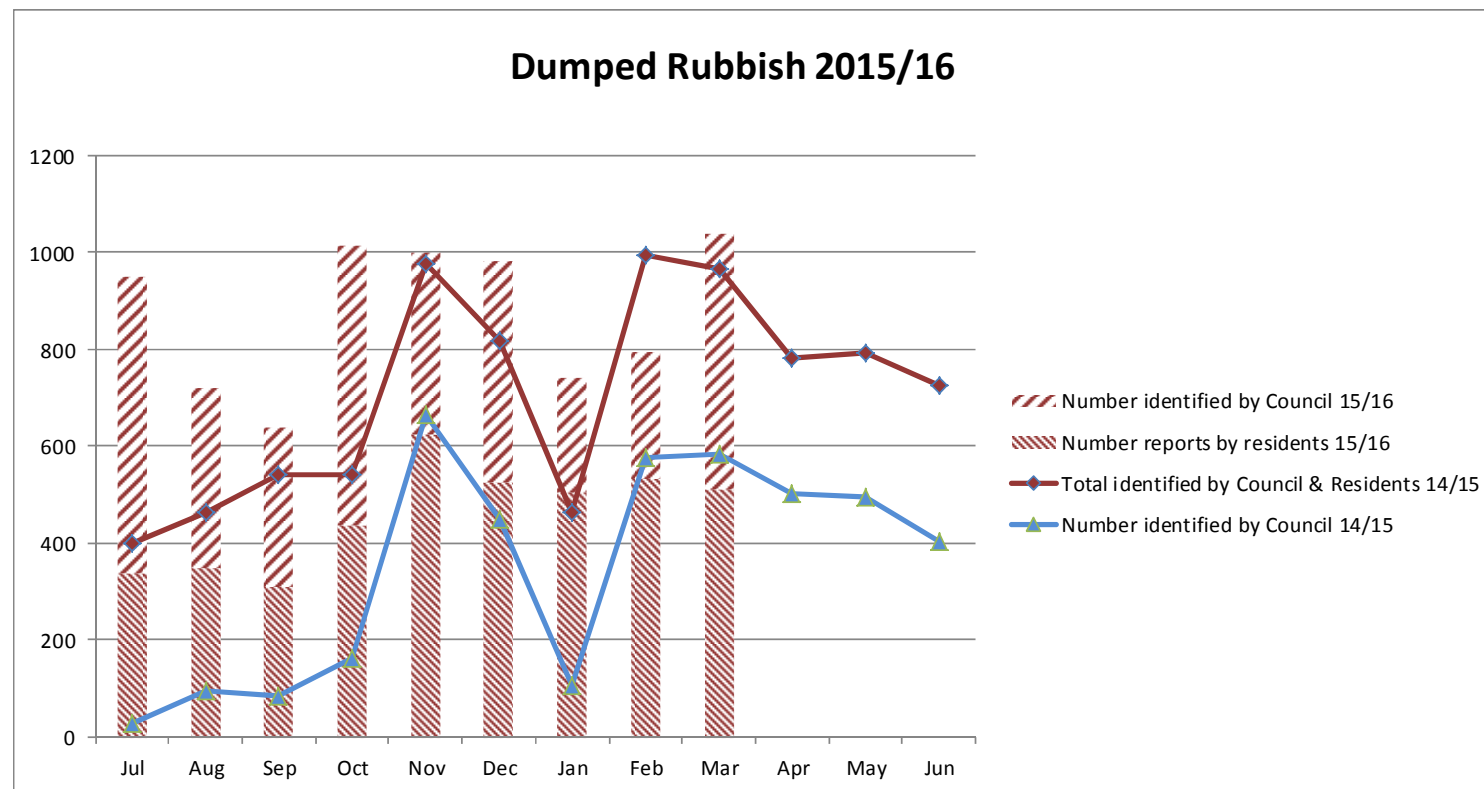


Comments:

For the spring quarter, the recycling rate increased compared to the same period last year. The amount of both green waste and mixed recyclables increased slightly compared to second quarter 2014-15.

The autumn quarter saw an increase in the diversion rate compared to the same period last year, both green waste and recyclables increased in volume. There have been some fluctuations month to month, mostly related to changes in rainfall and weather which affects the amount of green waste recycling.

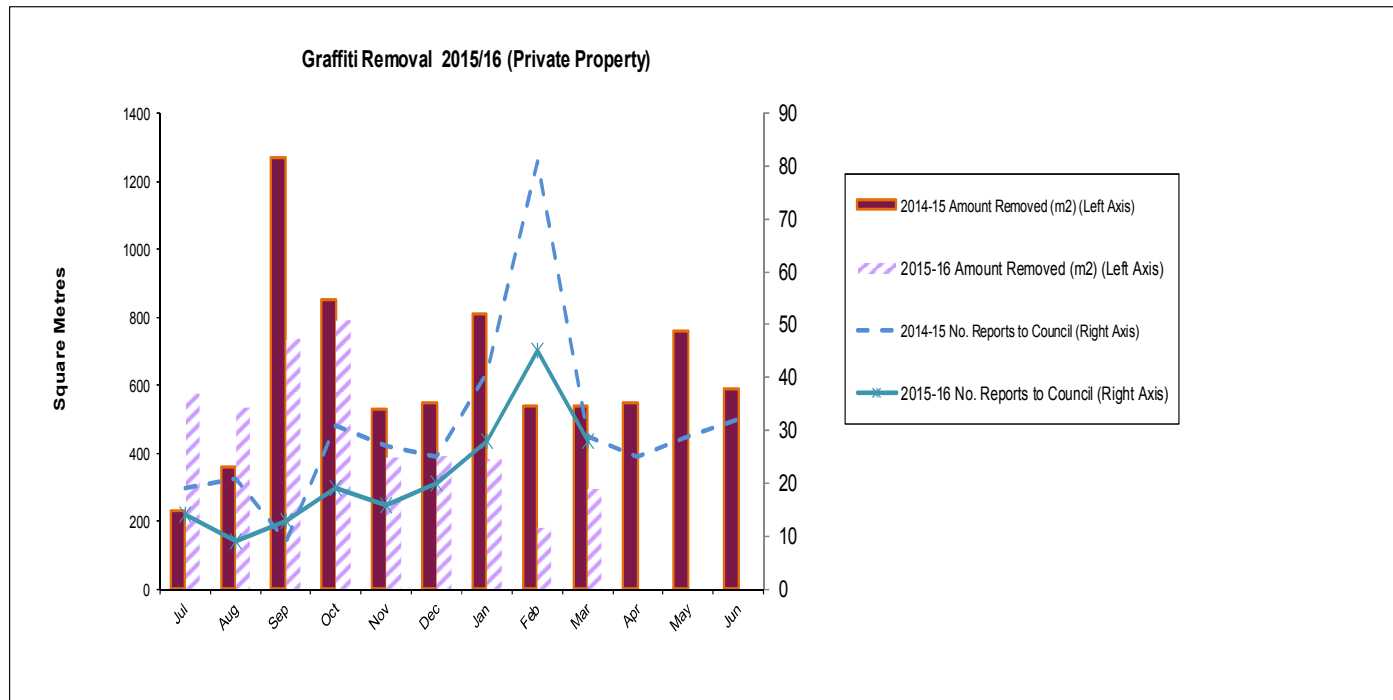
Dumped Rubbish Reports Received

**Comments:**

Year to date Council has collected almost 30% more dumped rubbish than the same period last year, although this has reduced to 16% more in the third quarter.

Officers think that part of the reason for this is that Council is identifying and proactively removing more dumped rubbish since the new contractor started. In the medium term, officers hope that this combined with education activities will reduce the visibility of dumping in the community.

Graffiti Removal from Private Property

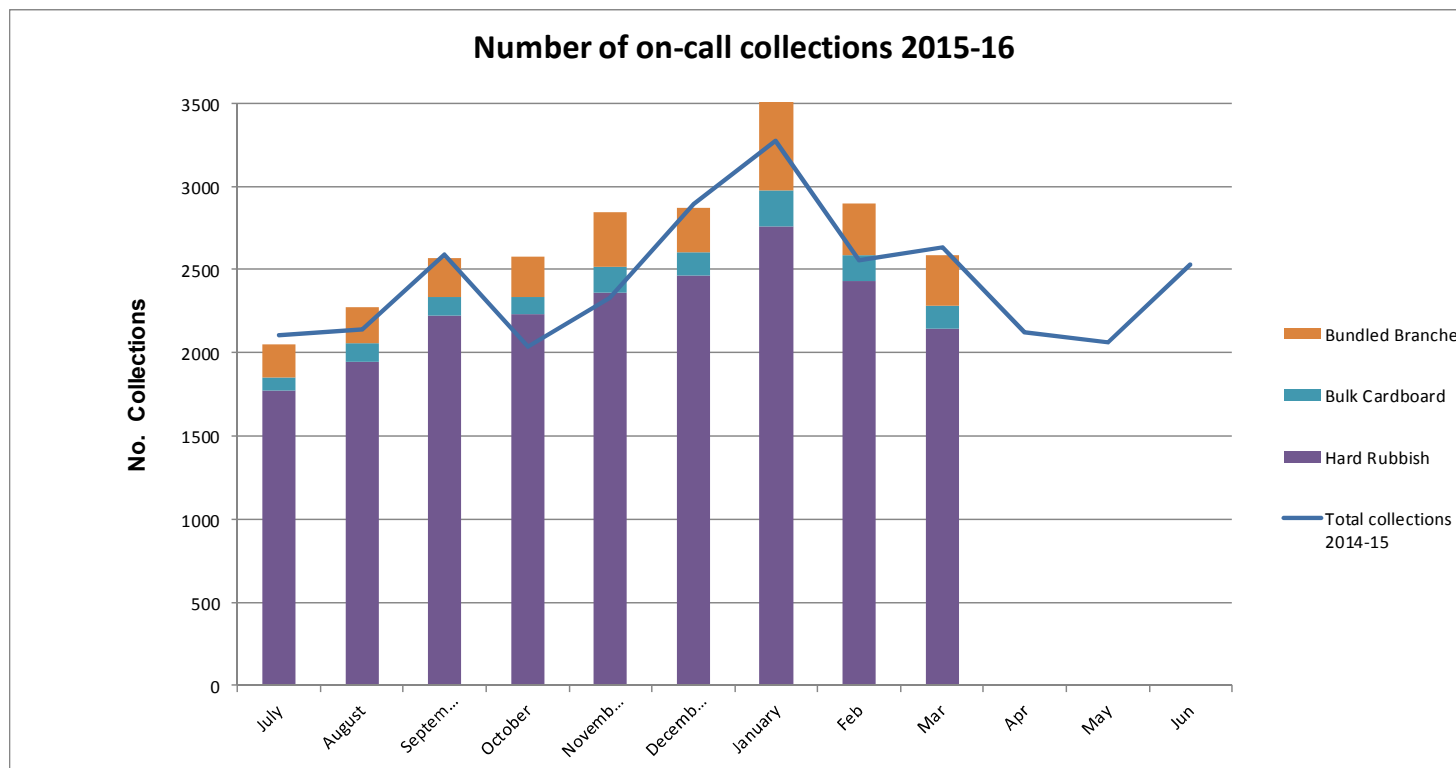


The number of reports of graffiti from residents remains low and is lower than the previous year. The significant majority of graffiti Council removes is identified by Council officers through monitoring and then removed promptly.

The amount of graffiti removed by Council has decreased by 32% compared to the previous year, which is thought to be because there is less graffiti in the City than there previously was.

25 graffiti removal kits have been provided to residents or traders between 1 July 2015 and 31 March 2016.

On-call Collections

**Comments:**

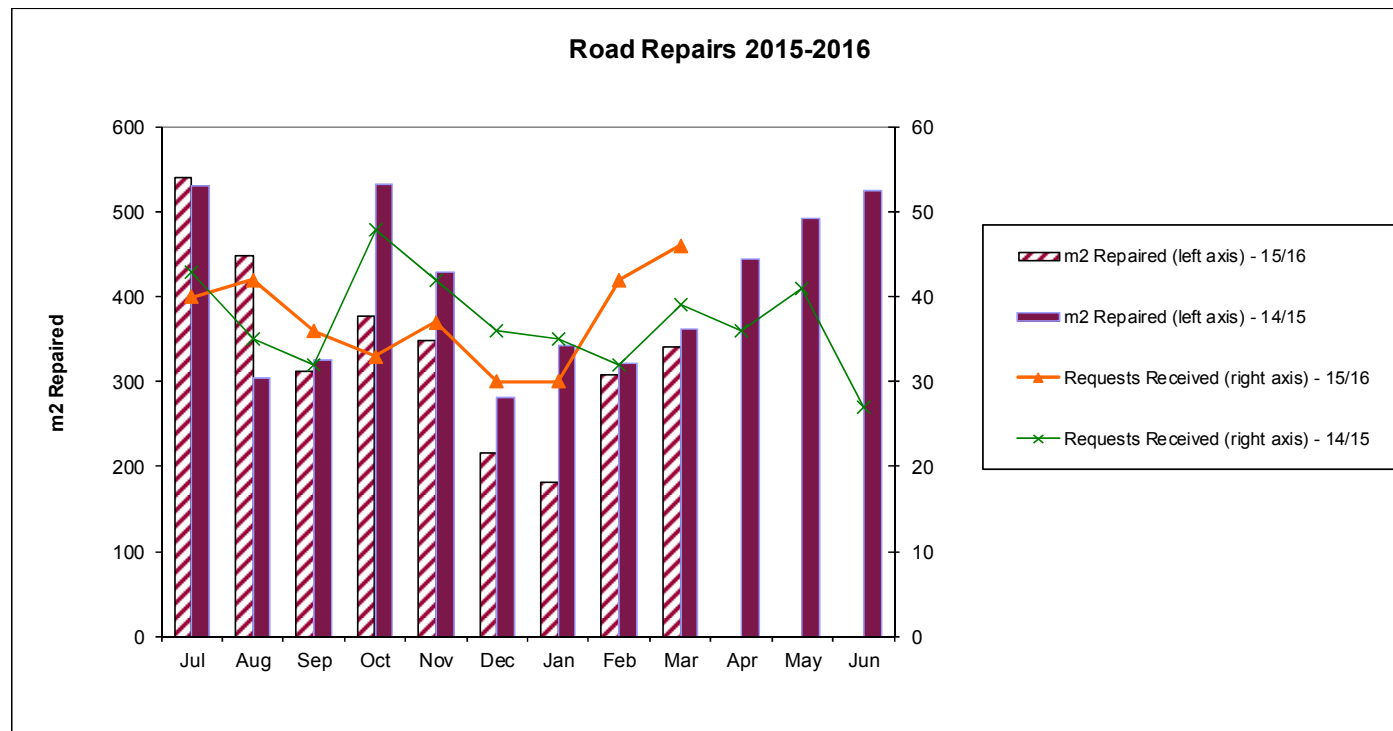
Council offers residents three on-call collections for hard rubbish, bulk cardboard and bundled branches. Overall the total number of on call collections has increased by 14 per cent compared to same period last year. It is not clear why the demand for collections has increased or if the trend will continue.

Collection numbers usually peak over summer and decrease again through winter.

Bundled branches and bulk cardboard is recycled. Hard rubbish is sorted for recycling including ewaste recycling.

Glen Works

Road Repairs

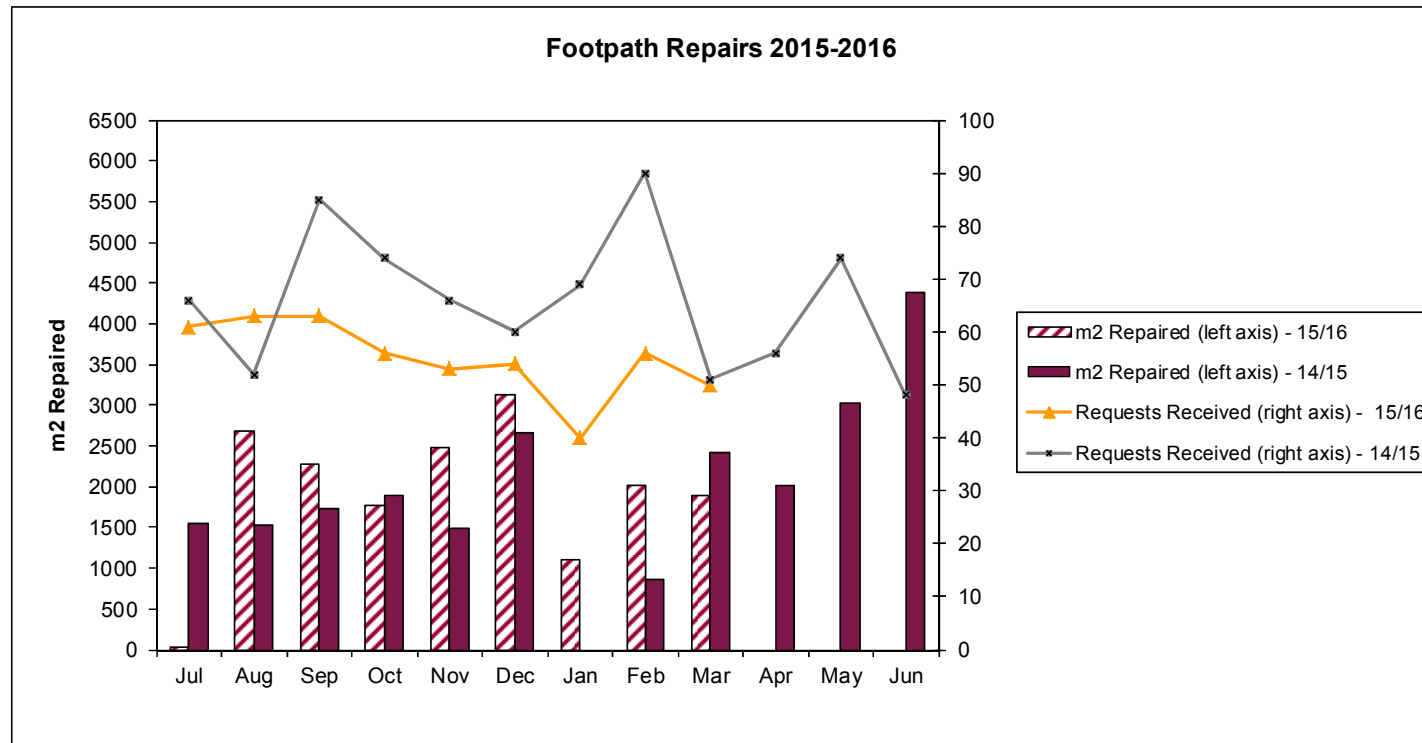


Road Repairs	YTD 2015-16	YTD 2014-15
m2 Repaired	3,067	3,428
Requests Received	336	342

Comments:

Less works were done in January due to leave over the festive period. There was an increase in requests for February and March, mainly for small works. February and March repairs are consistent with same period last year.

Footpath Repairs



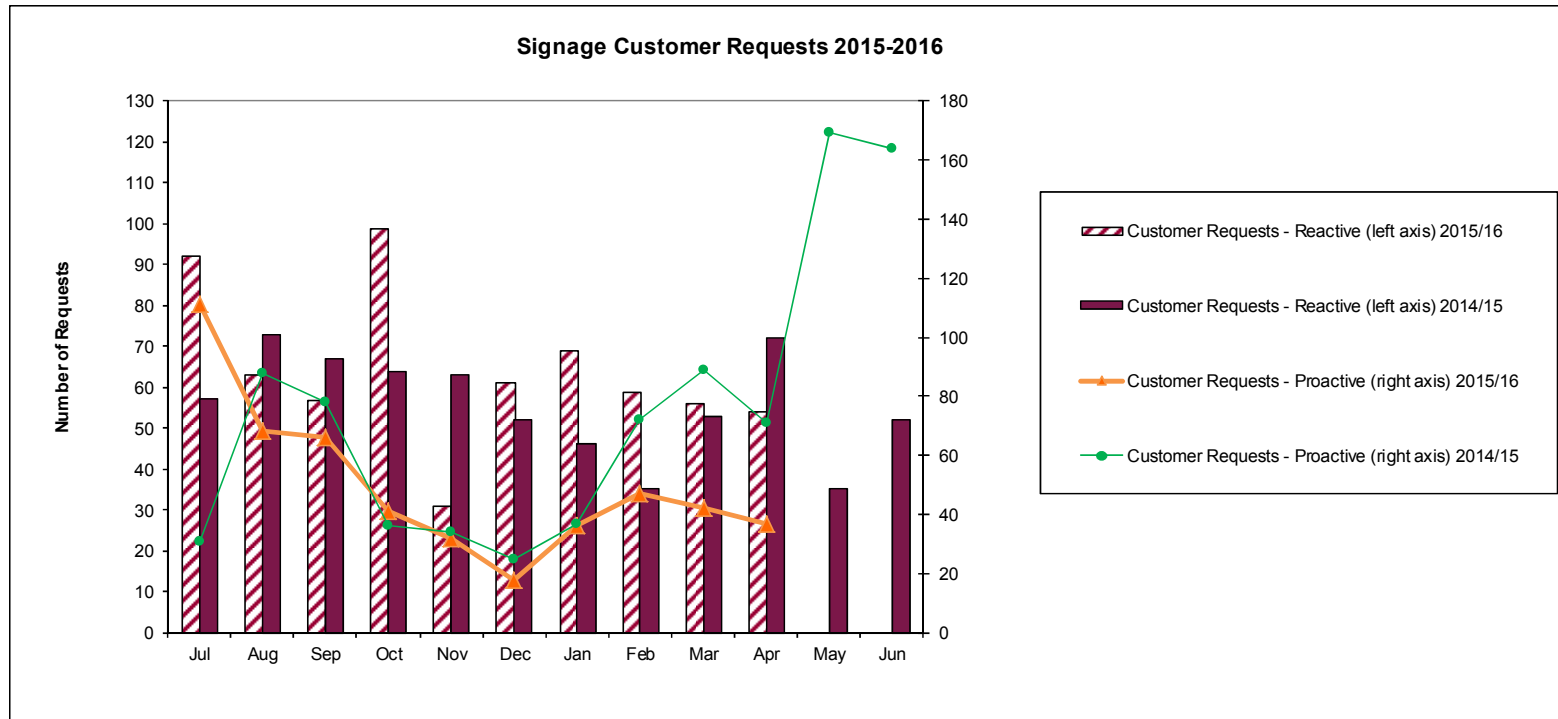
Footpath Repairs	YTD 2015-16	YTD 2014-15
m2 Repaired	17374	14111
Requests Received	496	613

Comments:

Repair requests were slightly lower than the same period last year. Overall the condition of footpaths has improved over time.

The works complete vary from month to month depending on the number of requests and the availability of crews.

Signage

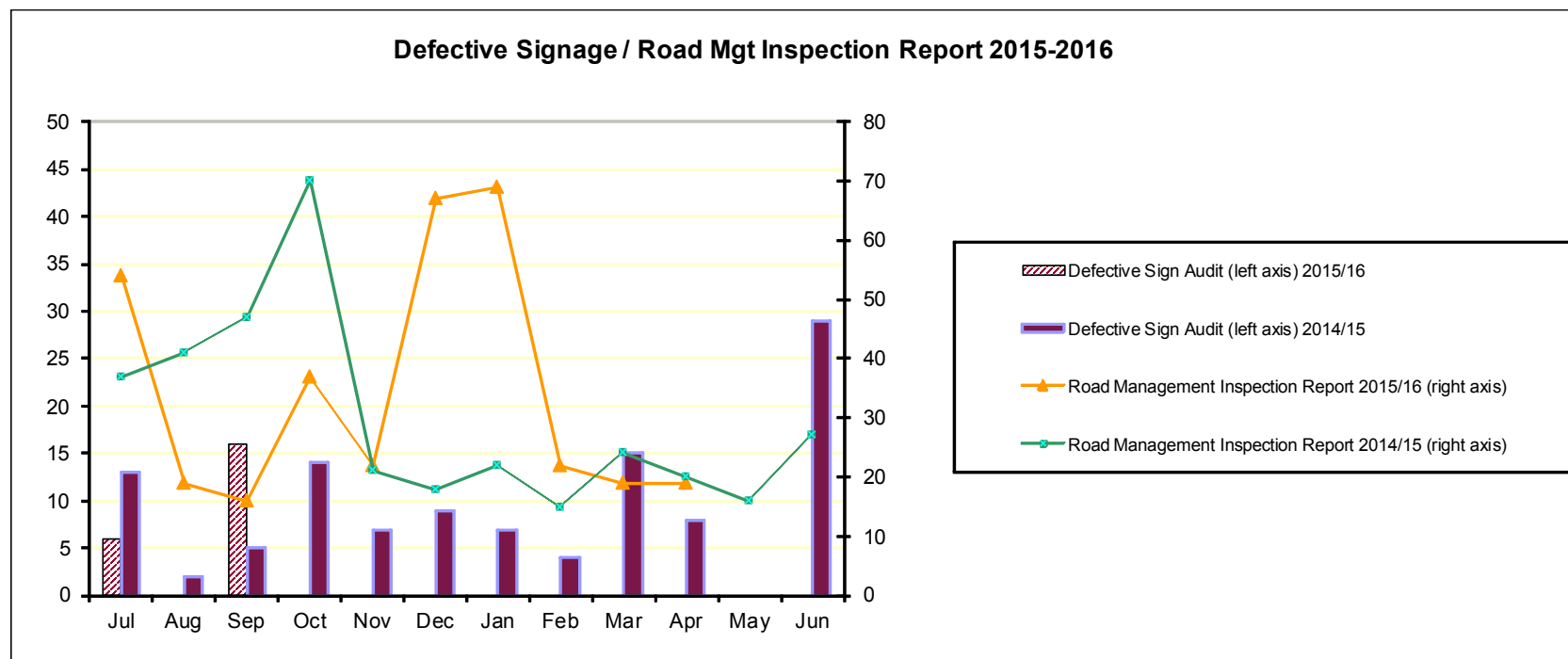


Signage	YTD 2015-16	YTD 2014-15
Customer Requests - Reactive	641	510
Customer Requests - Proactive	498	490

Comments:

The number of reactive requests is driven by the traffic engineers and reporting by ratepayers. Fewer proactive requests were received than in the same period last year. Proactive requests are identified through scheduled inspections by the Road Management Inspector.

Defective Signage / Road Management Inspection Report

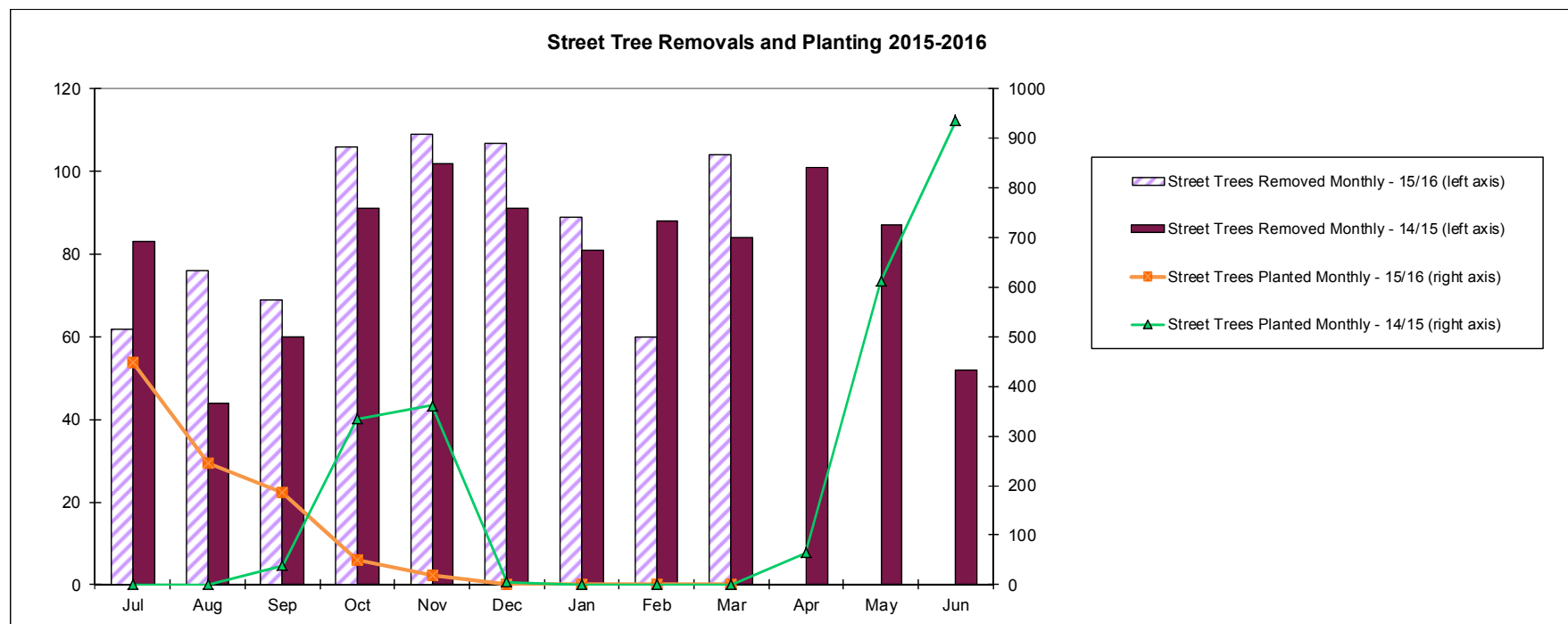


Defective Signage / Road Management Inspection Report	YTD 2015-16	YTD 2014-15
Defective Sign Audit	22	76
Road Management Inspection Report	344	295

Comments:

Council fixes signs and other damage on roads based on reports from traffic officers as well as scheduled routine inspections by the Road Management Inspector. In December and January a program of street furniture repairs was completed, which accounts for the increased works arising from the Road Management Inspections – these works were grouped together for practical reasons and the increase does not indicate that more street furniture was in need of work during this period.

Parks and Gardens



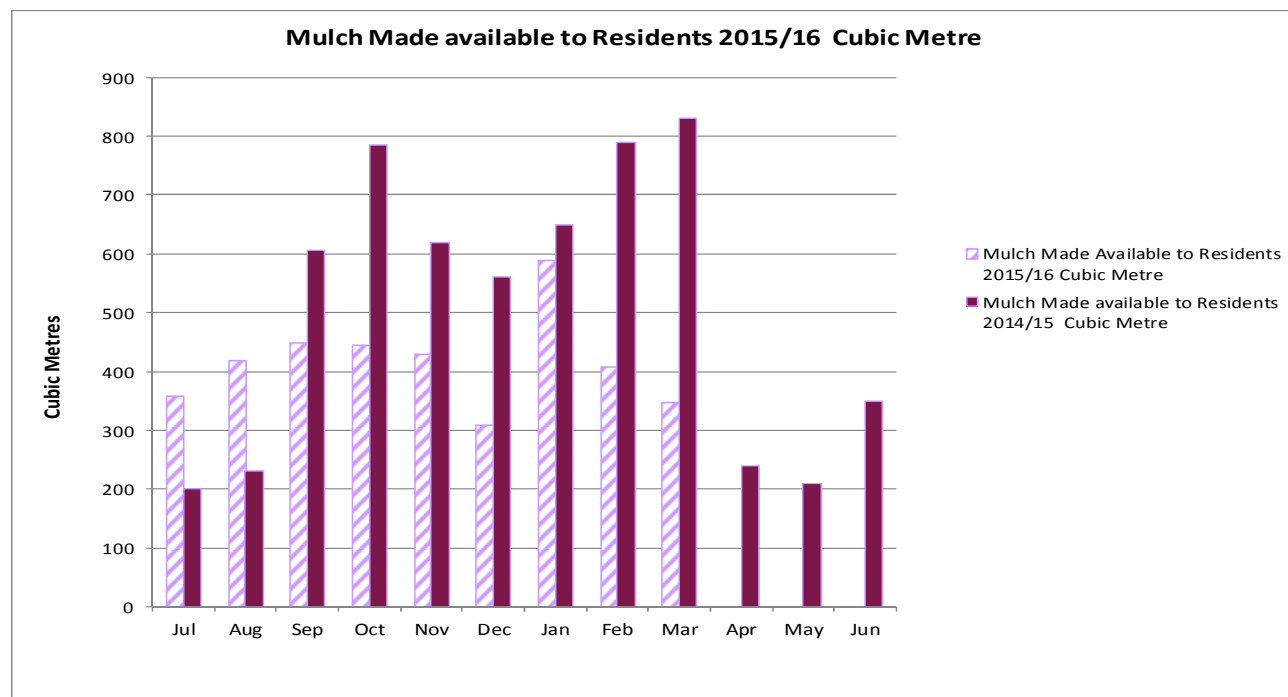
Tree Removals and Planting	YTD 2015-16	YTD 2014-15
Street Trees Removed	782	724
Street Trees Planted	947	741

Comments:

The total number of trees removed this quarter increased slightly, and is due to some additional removals to meet tighter electric line compliance standards that were legislated in 2015. Averaged over the year, Council removed 85 trees per month as part of a tree replacement programme.

No trees were planted in this quarter as the weather conditions are not favourable for successful plantings. Planting will recommence in April 2016 which is the start of the next planting season.

Mulch Made Available to Residents



Mulch Made Available	YTD 2015-16	YTD 2014-15
Mulch Made Available to Residents	3765	5271

Comments:

The woodchip mulch material stored at the Glen Huntly Park Mulch facility is generated from Council's in-house tree pruning work, approved tree contractors, and street tree powerline clearance works. The free mulch material is very popular with the community, and at times strong demand has left the facility empty of material.

The results show an overall reduction in mulch production numbers by 40% in comparison with the volume produced during the same quarter last year. Officers think this is due to the fact that more pruning work was done earlier in the year than in the previous year, and also because there has been very low rainfall which resulted in less vegetative growth.

Community Plan Action 2015 / 2016

OT = On Track to achieve the action as at 30 June 2016

NOT = Not On Track to achieve the action as at 30 June 2016

ID = In Doubt, uncertain as to achieving the action as at 30 June 2016

Key Strategic Activity	Actions for 2015-2016	Measures for 2015-16	Progress as at 31 March 2016
Theme 1: Services to support the community			
To maintain high quality service standards and deliver universal services that support the community, particularly the needs of families, youth, senior citizens and people with			
Continue to provide a comprehensive range of community services that are responsive to the needs of the community.	Provide community services which minimise social isolation and build community identification.	Deliver social outings and exercise classes to at least 200 socially isolated residents each year.	183 socially isolated older residents accessing social outing and exercise classes.
		Deliver Home Library Service to at least 200 socially isolated clients.	213 Home Library Service clients.
		Provide 23,433 hours of social support.	18,818.00 hours of social support provided.
		Provide 500 hours Maternal and Child Health specifically targeted at vulnerable clients.	A total of 426 hours have been provided year to date.
	Implement the Municipal Public Health and Wellbeing Plan.	90% of 2015-16 actions complete.	Approximately 76% of actions complete.
Encourage residents to raise issues through letters, emails and calls to the Service Centre and provide timely and informative responses.	Inspect registered food businesses to assess compliance with National Food Safety Standards.	Conduct 850 food safety assessments.	644 food safety assessments conducted.
	Customer Service Centre to resolve calls at first point of contact.	82% of calls resolved at first point of contact.	81.12% of calls resolved at first point of contact
Deliver children's services that provide support, education and improve health and wellbeing outcomes for young children and their families subject to State Government policies and funding arrangements.	Ensure telephone calls are answered promptly.	Average call waiting time of 15 seconds or less.	21 sec Average call waiting time
	Deliver maternal and child health services that meet state government targets.	15,000 Key Age and Stage visits delivered.	12,161 Key Ages and Stages visits delivered year to date .
	Implement the Municipal Early Years Plan.	90% of 2015-16 actions complete.	Approximately 79% of actions complete.
	Provide vaccinations to infants and school children in accordance with the National Immunisation Schedule.	8,000 vaccinations provided to infants and school children.	6,264 vaccinations provided to infants and school children to date.

Community Plan Action 2015 / 2016

Key Strategic Activity	Actions for 2015-2016	Measures for 2015-16	Progress as at 31 March 2016
Assist older people and people with a disability to maintain healthy, active and independent lifestyles in their own home and within the community.	Provide a range of services which support frail older people and people with disabilities to live independently at home.	Deliver all funded hours of Home Care, Personal Care and Respite Care to eligible residents currently set by DHHS at 94,499 hours.	88,210 hours of In Home Support provided. Council has provided 17,710 hours over DHHS funding target.
		Deliver all funded hours of Property Maintenance to eligible residents currently set by DHHS at 4,957 hours.	3,597 hours of Property Maintenance provided.
	Support senior citizens clubs to enhance social inclusion of older persons.	Council to provide 14,000 hours per annum of free facility use to local senior citizens clubs.	12,914.75 hours provided.
	Provide quality accredited residential aged care services that achieve a high level of resident satisfaction.	Achieve 90% resident satisfaction as measured by Annual Quality Performance Systems survey.	Rosstown 94%, Spurway 95% & Warrawee 95%. The next resident satisfaction survey will be conducted in January 2017.
	Implement actions contained in the Glen Eira Ageing Strategy.	90% of 2015-16 actions complete.	73.5% of actions completed.
Deliver a range of disability services that promotes community inclusiveness and access for all abilities.	Implement actions in the Disability Action Plan.	90% of 2015-16 actions complete.	Approximately 79.1% of actions complete.
Ensure Council libraries provide a broad range of books, e-books, learning materials, access to technology, activities and programs that entertain, enrich and develop the community.	Offer a range of library services and programs which encourage family and community involvement.	600,000 visits to Council libraries annually.	520,331 visits to Council libraries .
		Provide Story-time and Baby-time sessions for 50,000 attendees at the libraries in Bentleigh, Carnegie, Caulfield and Elsternwick.	45,138 attendees at Storytime and Babytime sessions at Council libraries.
	Offer a range of library programs for adults that promote reading and encourage social connectedness.	Deliver at least 150 library programs aimed at information technology, community connections or enjoyment of reading.	350 programs delivered.
Implement a range of centre and school-based programs to engage young people aged 10 – 25 years and encourage active participation.	Offer a range of centre and school based programs.	Provide more than 200 programs.	Year to date, 234 programs delivered.
Provide Youth Work support to young people and families to assist in positive development.	Assist and deliver support advocacy and referral to young people who are disadvantaged, isolated or at risk.	5,000 young people and their families supported through school and centre based programs, information and referral, service collaboration and special events.	Year to date, 5466 young people supported.

Community Plan Action 2015 / 2016

Key Strategic Activity	Actions for 2015-2016	Measures for 2015-16	Progress as at 31 March 2016
Theme 2: Traffic, parking and transport			
To promote the safe movement of pedestrian, bicycle and vehicle traffic in a way that minimises the impact of traffic and parking on the local amenity and physical			
Improve safety and movement of road users and provide a fair and equitable balance of parking.	Investigate community requests about traffic and parking.	95% of reactive investigations responded to within 5 days, 40 community consultations undertaken, and the placing of the "Not So Fast" speed trailer at problem locations.	96% of reactive investigations responded to within 5 days. 62 consultations undertaken to date and the speed trailer placed at 6 locations.
Continue to promote walking, cycling and public transport options in Glen Eira as alternatives to motor vehicle use.	Implement actions outlined in the Walking Strategy Action Plan.	Complete implementation of budgeted actions.	In progress, 30% complete. Four items currently in progress, on track for completion in June 2016.
	Implement actions in the Bicycle Strategy Action Plan.	Complete implementation of budgeted actions.	On path cycle signage to encourage safe travel on shared paths installed at various locations across the municipality. (March sites: Boyd Park, Gardenvale Park and Allnutt Park)
Inform the community about local active transport options such as pedestrian, bicycle and public transport options including those arising from consultations.	Articles through Glen Eira News and Council's website.	Four active transport related articles in Glen Eira News and on Council's website.	Five articles to date
Improve safety around shopping centres, and schools by maintaining safe school crossings and installing traffic management treatments to protect vulnerable road users such as children and older residents.	Audit two schools and identify improvements to safety and the movement of people.	Two audits completed and business cases prepared for supported recommendations.	Three audits undertaken (St Aloysius, Bentleigh Secondary College and Southern Autistic School)
	Audit one shopping centre and identify improvements to safety and the movement of people.	One audit completed and business cases prepared for supported recommendations.	One audit undertaken. (Clarence Street, Bentleigh East)
Improve road safety and manage congestion on the local road network.	Implement capital program including traffic calming measures in local streets informed by the Transport Strategy, Road Safety Strategy and the Local Area Traffic Management Priority System.	All traffic capital works projects (identified in the Budget) completed.	In progress. Four completed to date.
	Undertake traffic counts within the City and add to Council's Local Area Traffic Management Priority System to inform future capital works projects.	At least 105 traffic counts completed.	102 traffic counts undertaken to date

Community Plan Action 2015 / 2016

Key Strategic Activity	Actions for 2015-2016	Measures for 2015-16	Progress as at 31 March 2016
Theme 3: Town Planning and Development			
To manage the rate and extent of change to the built environment consistent with State and local planning policies to achieve a diversity of housing as			
Plan for a mixture of housing types that allows residents to meet their housing needs in different stages of their life-cycle within the City.	Actively plan for a mix of dwelling types underpinned by the three residential zones (Neighbourhood Residential Zone, General Residential Zone and Residential Growth Zone) and also by encouraging a mix of one, two and three bedroom dwellings in larger medium density proposals.	At least 50% of new dwellings to be located within the General Residential, Residential Growth and Commercial Zones.	87% of new dwellings are located within the General Residential, Residential Growth and Commercial Zones.
Enforce the provisions of the Glen Eira Planning Scheme and building control requirements across the City as well as compliance with any planning permits.	Conduct proactive and reactive site inspections for compliance with planning permit conditions and Local Law requirements.	300 proactive inspections completed and respond to 95% of reactive planning enforcement matters within 5 days.	258 proactive inspections undertaken to date. 98% within 5 days.
	Enforce building control requirements and investigate building enforcement matters.	200 building enforcement matters investigated and respond to 95% of reactive building enforcement matters within 5 days.	222 building enforcement matters investigated to date. 100% within 5 days.
Ensure new multi-dwelling residential development is sympathetic to the existing neighbourhood character in Glen Eira's Neighbourhood Residential Zone.	Make decisions in accordance with Council's Neighbourhood Residential Zone with an emphasis on Neighbourhood Character.	Refuse under manager delegation all applications which do not satisfy the purpose of Council's Neighbourhood Residential Zone.	67 applications refused to date.
Encourage and support community involvement in the planning permit application process.	Promote Council's suite of fast track permit application processes.	Report to Council, year on year, the percentage of applications using fast track process.	4% of applications were lodged using a fast track process to end of March 2015/2016 compared to 26% of applications at the same time last year.
Provide an opportunity for all residents to be informed and to participate in town planning applications where they (and others) object.	Maintain both the non-statutory planning Conference (Council decision by resolution) and Delegated Planning Committee as forums for resident involvement in the town planning process.	Except for a Managerial Refusal of an application, ensure all objectors are provided with an opportunity to participate in a Consultation Meeting, Delegated Planning Committee Meeting or Planning Conference.	175 Delegated Planning meetings have been held to date. 27 planning conferences have been held to date.
Provide a fair, transparent and inclusive town planning decision making process.	Improve the Delegated Planning Committee (DPC) efficiency by reducing the number of planning applications needing to be referred for a decision by undertaking mediation.	Undertake ten (10) mediation meetings.	9 mediation meetings undertaken to date.
Undertake community consultation and engagement to ensure the Glen Eira Municipal Strategic Statement, Glen Eira Planning Scheme and town planning process meets the needs of local residents and ratepayers.	Survey participants in the Delegated Planning Committee process to ascertain satisfaction rates.	80% satisfaction rating of participants in the DPC process.	97% of participants were happy with the DPC process to date.

Community Plan Action 2015 / 2016

Key Strategic Activity	Actions for 2015-2016	Measures for 2015-16	Progress as at 31 March 2016
Theme 4: Governance			
To deliver strong local leadership and governance in an open and responsible manner in the best interests of the community.			
Inform the community about Council's roles and activities through a broad range of media.	Ensure all Council endorsed strategies, plans and policies are available on the Council website.	All Council endorsed strategies, plans and policies published in a user friendly format on the Council website.	All Council endorsed strategies, plans and policies have been published on the Council website.
Maximise capital investment while continuing to keep operating costs and rates below the average of neighbouring Councils.	Continue to keep operating costs and rates per assessment low.	Average operating cost 5% below the average of our seven benchmark Councils.	Glen Eira's operating cost per property is approximately 13% below the average of all neighbouring Councils.
Ensure that Council complies with financial and performance reporting requirements.	The preparation and completion of Council's 2014-15 annual accounts.	Completion of 2014-15 Financial Report and Performance Statement by 30 September 2015 with an unqualified audit opinion.	Achieved. The 2014-15 Financial Report and Performance Statement were completed by 30 September 2015 with an unqualified audit.
	Delivery of the 2015-2016 Annual Budget in line with approved budget timelines.	Completion of the 2015-16 Budget - to be adopted by Council by 30 June 2015 and submitted to the Minister before 31 July 2015.	Achieved. The 2015-16 Budget was adopted by Council on 23 June 2015 and submitted to the Minister by 30 June 2015.
Ensure that Council adheres to the Charter of Human Rights.	Ensure all staff receive information about the Charter of Human Rights and comply with the Charter.	No breaches of the Charter.	No breaches of the Charter.
Establish an effective monitoring and review process for the Glen Eira Community Plan to check and report progress towards community needs.	Regular reporting on progress against action items in the Community Plan.	Report progress to Council quarterly.	In progress
	All agendas and minutes of Council meetings are posted on Council website and are easy to locate and search.	Agendas and minutes on website.	In progress
Implement the Council Risk Management Strategy to ensure that risk is effectively managed throughout the organisation.	Implement Council's Risk Management Strategy.	Rolling program of Business Unit risks to Audit Committee Meetings.	Rolling program of Business Unit risks to the Audit Committee on a quarterly basis.
Continue to implement Occupational Health and Safety strategies to provide a safe workplace and protect staff from injuries.	Ensure compliance with Councils externally audited safety accreditation system (SafetyMAP).	Council complies with SafetyMAP criteria and maintains accreditation status.	Our ongoing accreditation was confirmed at an audit conducted 3rd and 4th of August 2015.

Community Plan Action 2015 / 2016

Key Strategic Activity	Actions for 2015-2016	Measures for 2015-16	Progress as at 31 March 2016
Theme 5: Recreation and open space.			
To enhance recreation facilities and open space to meet current and future needs of the local community.			
Upgrade or renew Council sporting pavilions in line with Council's Priorities for Pavilion Upgrades Report to provide clubs and groups with access to relevant and appropriate facilities and amenities.	Develop the new Duncan Mackinnon pavilion.	Pavilion completed.	Certificate of occupancy issued, official opening complete and Pavilion in service
	Develop the new Centenary Park pavilion.	Pavilion completed.	Pavilion completed and handed over.
Implement an annual capital works program in relation to the open space and sporting facility upgrade.	Upgrade sportsground lighting at Duncan Mackinnon Reserve.	Lighting installed.	New lighting installed and operational. Old poles and footings to be removed in April.
	Thomas Street Reserve Landscape Enhancement Works.	Complete landscape works.	Landscape works completed.
	Resurface Duncan Mackinnon Reserve regional athletics track, subject to Sport and Recreation Victoria major facility funding.	Complete resurfacing.	Detailed design plans completed. Awaiting SRV Grant Funding Announcement.
	Commence construction of Glen Huntly reservoir.	All major construction contracts let.	All major construction contracts have been let.
	Eskdale / Fitzgibbon new local park development.	Complete new local park.	Park completed and open to public
	Nina Court Landscape Enhancement Works.	Complete landscape works.	Park completed and open to public
	Construct pathway lighting at Caulfield Park and Allnutt Park.	Lighting installed.	Underground services survey completed. Boring and cabling works in Caulfield park in progress.
	Plant drought tolerant grasses at Princes Park oval 4.	Drought tolerant grasses planted.	Works completed.
Provide access to Council facilities (including sporting grounds and pavilions) for community activities and sport.	Accommodate at least 400 sporting teams on sporting fields in the municipality.	Teams allocated to grounds.	All Summer sporting teams allocated.
	Provide local community rooms and encourage community use.	Provide use of Town Hall and Carnegie Community Centre for Council, community organisations and members of the community. More than 2,000 bookings.	External (community) bookings 882, Internal (Council) bookings 808; Total YTD: 1690
Ensure the availability of a diverse range of passive recreational opportunities in local parks that meet the needs of the community.	Redevelopment of Leckie Street Reserve.	Complete Leckie Street Reserve Redevelopment.	Works completed.
Provide a range of leisure and aquatic programs at GESAC that meet the needs of the community.	Provide a range of programs and events for the community at GESAC.	Maintain membership at not less than 14,000.	GESAC membership was 14,750 on 31 March 2016
Provide a range of leisure and aquatic programs at the Carnegie Swim Centre that meet the needs of the community.	Provide a range of programs and events for the community at Carnegie Swim Centre.	Six community events and programs held over the season.	Five events held. Additional events and programs were scheduled for the 24th January and 19th March 2016 however did not go ahead due to bad weather.

Community Plan Action 2015 / 2016

Key Strategic Activity	Actions for 2015-2016	Measures for 2015-16	Progress as at 31 March 2016
Work with key stakeholders to reduce water and energy consumption required to maintain parks and sporting facilities.	Use water effectively and efficiently by continuing to help combat the effects of prolonged reduced rainfall in Council's parks and reserves.	Convert Princes Park Oval to warm season grasses.	Works completed.
Continue a program of upgrading or redeveloping playgrounds to ensure that a diverse array of play opportunities for children of all abilities is provided.	Implement Council's budgeted program to upgrade playgrounds.	Council program implemented.	Leckie Street and Elsternwick Plaza playgrounds completed. New playground equipment ordered for Allnutt Park & McKinnon Reserve.
Continue to provide a balance of both on and off leash areas for dogs across the City and educate pet owners on responsible pet ownership.	Complete 1,200 patrols of parks to educate the community about responsible pet ownership.	1,200 park patrols conducted to encourage responsible pet ownership.	1822 park patrols undertaken to date.
Continue to maintain and improve facilities in parks.	Renew Multi Purpose Hit Up Walls at Packer Park and King George Reserve.	Completion of new hit up walls.	Majority of works to be completed in 2015-16 program. Due to unseasonal weather the resurfacing works may be rescheduled to warmer months to ensure that the product warranty is retained.
	Install outdoor fitness pod at Packer Park.	Completion of fitness pod.	Works completed
	Install shade sails in Council parks and reserves.	Shade sails installed at Allnutt Park, Caulfield Park, Glen Huntly Park, Koornang Park and King George.	Recent shade sail audit revealed shade sails at a number of sites can be repaired, rather than replaced. Shade sails repaired at King George Park. Works in Koornang Park, Boyd Park, Allnut, GlenHuntly and Caulfield Park to replace shade sails completed. Other site works in progress.
	Improve park infrastructure.	Continue the implementation of the rolling program for improved park infrastructure by expending \$100k on lights, rubbish bins, seating, shading, drinking fountain etc.	New 1100L rubbish bin enclosure installed at Mackie Reserve. New park bench seats installed at Thomas St Reserve (3), Eskdale Park (2). New drink fountain with dog bowl installed at Hodgson Reserve. New protective 2400mm fencing installed at King George Reserve.
Continue to plant and maintain trees and other vegetation in our parks.	Replace trees that have reached the end of their useful life.	70 trees replaced.	Tree replacement works will follow from the results of the park tree audit program rescheduled to commence in April 2016.

Community Plan Action 2015 / 2016

Key Strategic Activity	Actions for 2015-2016	Measures for 2015-16	Progress as at 31 March 2016
Theme 6: Waste, graffiti and cleanliness To maintain a safe, clean and attractive City.			
Provide a comprehensive waste management program to ensure the safe and responsible removal and treatment of local waste.	Continue to deliver kerbside waste collection, street sweeping, litter bin collection and hard rubbish collection services across the municipality.	Services delivered.	Services delivered generally to a good standard.
Develop and implement programs to reduce waste and increase rates of recycling within the community.	Investigate implementation options for introduction of food waste collection as part of organics recycling services for the community.	Investigation complete.	Investigation completed. Regional facilities for food waste recycling are currently being commissioned and may become available in 2017.
Deliver graffiti services that rapidly removes graffiti from Council owned assets and assists local residents and businesses to remove and prevent graffiti.	Prompt removal of graffiti from Council owned buildings.	90% of graffiti reported removed within five working days.	100% of requests responded to within timeframe.
	Assist with the removal of graffiti from private property where resources allow.	90% of requests responded to within ten working days.	100% of requests were responded to within timeframe.

Community Plan Action 2015 / 2016

Key Strategic Activity	Actions for 2015-2016	Measures for 2015-16	Progress as at 31 March 2016
Theme 7: Sustainable community assets and infrastructure			
To enhance and develop sustainable community assets and infrastructure to meet the needs of current and future generations.			
Deliver a strategic and informed program to renew, upgrade and build community assets to meet the current and future needs of the community.	Implement Council's Road Reconstruction Sub-program in accordance with Council's Asset Management Strategy.	Expend 90% of the budgeted capital works program for road reconstruction.	Approx. 75% completed.
	Deliver capital works program to renew, upgrade or build Council assets, community facilities and infrastructure.	\$27M spent on capital works projects.	\$ 20.5 million spent YTD.
	Implement the Public Toilet Strategy.	2015 -16 items from the action plan completed.	Refurbishment works commenced
	Implement \$1.7M footpath upgrade capital program at various locations around the City in accordance with Council's Road Management Plan.	Expend 90% of the budgeted capital works program for footpath installation.	\$1,213,251 spent (63%) just under YTD budget.
Maintain, renew and upgrade Council's drainage system to reduce the risk of flood damage.	Implement Council's Drainage Improvement and Flood Mitigation Sub Programs.	Expend 90% on Council's Drainage Improvement and Flood Mitigation Sub Programs.	Approx. 82% completed.
	Inspect Council drainage pits.	10,000 pits inspected.	5649 pits cleaned
Improve the quality and cleanliness of Glen Eira's major activity and retail precincts to meet the needs of business, visitors and the community.	Implement Council's Shopping Strip Centre Streetscapes.	Complete Council's budgeted Shopping Centre Streetscape works.	Implementation of the 2015-16 program is about 75% complete and at this stage it is on track for completion by end June 2016. There are been some changes to priorities for works with some projects deferred to next year and others brought forward.
Continue to promote and support strategies to increase environmental biodiversity.	As part of the implementation of the Street Tree Strategy, plant additional street trees.	Plant 2,000 street trees (estimated to be 1,000 replacement trees and 1,000 additional trees).	Approximately 900 trees planted in the first part of the annual planting program. The planting program will resume around April 2016 when cooler weather returns.
Implement strategies to reduce the use of potable water, energy and natural resources of Council assets and operations.	Continue to support Council's commitment to purchasing 'green' products.	Purchasing of green products in 2015-16 to meet or better the green expenditure of 2014-15 under the ECO-Buy Local Government Program.	ECO-buy expenditure on track.
	Deliver actions identified in Council's Environmental Sustainability Strategy and Carbon Emissions Reduction Plan.	90% of actions adopted for 2015-16 complete.	All of the environmental sustainability strategy action items in the Community Plan are in progress and on target to be completed by June 2016
	Investigate further energy efficiency options and review energy efficiency opportunities.	Investigations complete; preparation for replacement of HPNa type street lights complete.	Options for further energy efficiency works have been completed and informed the draft 2016-17 budget. Replacement of further street lighting is subject to further approval of products by utility companies. Council is actively monitoring progress.

Community Plan Action 2015 / 2016

Key Strategic Activity	Actions for 2015-2016	Measures for 2015-16	Progress as at 31 March 2016
Support the community to reduce their impact on the environment.	Run regular ongoing recycling education activities targeted to address key barriers. These to include regular articles and promotional ads, community presentations, direct mail and promotion in languages other than English.	Total of 10 articles in GE news and Leader Newspaper, 3 activities at community events; promotions in languages other than English.	A regular recycling education program in a variety of communications channels has run. It has targeted paper and cardboard, some of which is still found in the garbage bin. A total of 43 articles printed; 18 in the GE News (including 2 in languages other than English) and 25 in the Leader; and 3 activities at community events.
	Facilitate sustainability education activities with school and community networks, including hosting a Glen Eira Teachers Environment network	Complete year two review and host 4 teachers environment network meetings.	The program was reviewed and report adopted by Council at its 11 August 2015 meeting; five teachers environment network meetings have been held, the sixth meeting is scheduled for May 2016.
	Continue to roll out the Neighbourhood sustainable Gardening Program and seek to extend the Glen Eira Energy Saving Program.	Increase participation for each program by 200.	145 new participants in the Neighbourhood Sustainable Gardening Program and 108 new participants in the Glen Eira Energy Saving Program since 1 July 2015. New uptake of the energy saving program by the community has recently slowed despite ongoing promotion; ways to reach new audiences are being explored.
	Run a regular series of free workshops on sustainability issues and supporting communications program on sustainability issues.	10 workshops held; 20 articles published in GE News.	Ten free workshops held; 46 articles in GE News. The next workshop is scheduled for April 2016.

Community Plan Action 2015 / 2016

Key Strategic Activity	Actions for 2015-2016	Measures for 2015-16	Progress as at 31 March 2016
Theme 8: Community building and engagement			
To build a strong connected community that actively participates and engages with Council to improve outcomes for the community.			
Provide a range of events, festivals and community celebrations to build social connectedness and promote community inclusion.	Provide at least ten community celebrations, exhibitions and arts events including three Party in the Park celebrations, exhibitions of local artists work, a story telling festival, a multicultural event, a carols event, two music programs, and at least two group or thematic exhibitions , one "feature exhibition" in the Glen Eira Gallery.	Ten community celebrations, exhibitions and events delivered with 75% of participants satisfied based on exit surveys.	GALLERY: Two thematic exhibitions - Arcadia (90% overall customer satisfaction rating) and Sanctuary (until 10/4) and one feature exhibition - Open Country The Murrumbidgee Boyds (94% overall CS rating). EVENTS: Eight Springtime Music events (83% overall CS rating), A Cultural Bazaar (83% overall customer satisfaction rating), Carols in the Park (80% overall CS rating), Party in the Park series (88% overall CS rating).
	Foster business, employment and marketing opportunities to enhance the social and economic wellbeing of residents and traders.	Provide a minimum of seven Glen Eira Women's Business networking events and encourage business leadership through the May Business Month educational program.	Eight Glen Eira Women's Business networking events have been delivered year to date. Seven other business workshops have been delivered so far including visual merchandising.
Provide a range of initiatives and programs to build strong connected community groups.	Provide four newsletters to community groups to provide information about local community connectedness initiatives and grant opportunities.	Four newsletters produced and disseminated to community groups.	Three newsletters delivered in August and November 2015 and in February 2016. Next due May 2016
	Deliver an annual community conference for community groups to promote effective community organisations.	Conference for community groups delivered.	Conference held on 11 August 2015.
	Implement Arts and Cultural Strategy.	90% of 2015-16 actions complete.	Approximately 85% of actions complete.
	Fund Community Information Glen Eira to provide community information and referral services to support the community.	\$139,000 delivered to Community Information Glen Eira for community information and referral services.	\$145,078 delivered to Community Information Glen Eira.
Support local community groups through the provision of community grants to assist groups to meet identified community needs.	Continue to implement Council's community grants program with a funding priority encouraging community strengthening and inclusion.	Deliver at least \$350,000 in community grants to community groups to encourage community strengthening and inclusion activities.	\$362,861 delivered to community groups to encourage strengthening and inclusion activities.
Actively encourage and promote volunteering opportunities within the local community and recognise the achievements of local volunteers.	Conduct Volunteer Recognition Ceremony.	Volunteer Recognition Ceremony conducted.	Volunteer Recognition Ceremony to be held in May 2016 during Volunteer Recognition week.
	Provide funding for Community Information Glen Eira for the operation of Glen Eira Volunteer Resource Centre.	\$24,839 in funding provided to Community Information Glen Eira.	\$25,790.48 has been provided to Community Information Glen Eira.

Community Plan Action 2015 / 2016

Key Strategic Activity	Actions for 2015-2016	Measures for 2015-16	Progress as at 31 March 2016
Deliver a comprehensive range of community consultation processes that provide all members of the community with the opportunity to participate.	Deliver a range of consultations process to maximise community participation.	Use e-newsletter, "bang the table", questionnaires, surveys, public meetings and focus groups as part of consultation processes and ensure consultations comply with Community Engagement Strategy.	Consultation methods utilised include bang the table, focus groups, workshops, public meetings, submissions and surveys.
	Council e-newsletters distributed to provide information about community consultations and outcomes.	Four e-newsletters distributed annually and a 10% increase in the number of subscribers.	Three e-newsletter's sent out in August 2015 and January and February 2016. Next edition due April. 300 subscribers
	Update community signage to provide information about community consultations and outcomes.	Community signage updated at least four times each year.	Three editions distributed in August and November 2015 and February 2016. Next due May 2016
Communicate and engage with the local community by providing accurate and up to date information about local issues and how they will be addressed by Council.	Distribute Glen Eira News to all households in Glen Eira.	11 editions of Glen Eira News published annually.	8 editions of Glen Eira news published and distributed.
	Publish corporate advertisements providing information on local issues and activities.	22 Council corporate advertisements published annually.	17 corporate advertisements published by March 2016.

COUNCIL MEETINGS - ITEMS FOR ACTION

Date	Item	Item for Action - Council Meetings	Status as at 31 March 2016	Officer
03-Sep-13	9.5	Public Questions and Right to make a Statement: That the following be referred to the Local Laws Advisory Committee for the purpose of amending the Local Law with respect to meeting procedure.	Committee completed 9 April 2014. Awaiting other sections of the Local Law.	CEO
16-Dec-14	9.11	That Council (f) Review the 2006 Recreation Needs Strategy with a view to developing an appendix outlining changes in sporting demand and opportunities for Council to support such demand without conflicting with existing passive and active open space uses.		Director Community Relations
19-May-15	9.13	That Council: 2. requests a report in 12 months time reviewing the effectiveness of other adjoining Councils' use of neighbourhood character provisions and other relevant planning tools to manage the development of urban character. 3 reports in 12 months time reviewing and recommending on public and private car parking matters within Glen Eira's Residential Growth Zone and General Residential (Schedule 1) zones	Due mid 2016.	Director Planning and Transport
01-Sep-15	9.3	Public Parks and Private Memorials - That Council defer this matter.	Report to 5 April 2016 Council Meeting.	Director Community Relations
04-Nov-15	9.7	That Council develop a Reconciliation policy that sets out actions for 1 year towards the aims of a Reconciliation Action Plan.	Report went to 15 March 2016 Council meeting. Completed.	Director Community Services
15-Dec-15	11.1(a)	That a report be prepared to inform council as to the best way to engage the community and Victoria Police (at Superintendent level or above) in a meaningful open and public forum to discuss the policing and security of events on land or in facilities for which the council is responsible. This report should explain Council's role in managing risks to the community in relation to events on land or in facilities for which the council is responsible and suggest what involvement if any the Minister for Police could have in convening or participating in the forum.	Report went to 23 February 2016 Council meeting. Completed.	Director Community Relations
15-Dec-15	11.1(b)	That a report be prepared into the development of a policy or procedure to inform the public of the imminent removal of a street or open space tree considered significant or visually prominent.	Report went to 15 March 2016 Council meeting. Completed.	Director Infrastructure and Environment
02-Feb-16	11.1(a)	That a report be prepared setting out the brief history and characteristics of the Nicholson Street Reserve in Bentleigh prior to the grade separation works, any recent communication Council has received from state government authorities in relation to the status of the Reserve, any information Council has about proposals for the usage of the area by state government authorities and how this reconciles with Council's Open Space Strategy. This report is to come to the February 23 Ordinary meeting of Council.	Report went to 23 February 2016 Council meeting. Completed	Director Community Relations

COUNCIL MEETINGS - ITEMS FOR ACTION

Date	Item	Item for Action - Council Meetings	Status as at 31 March 2016	Officer
02-Feb-16	11.1(b)	That a report be prepared on the old Murrumbidgee Police station as follows: 1. Council identifies the owner of the building. 2. What possible uses could council see for this building.	ON HOLD as report cannot be fully informed of the risks and benefits until it is clear how the rail corridor and activity centres nearby will function.	Director Infrastructure and Environment
02-Feb-16	11.1(c)	A report be prepared on the long term greenhouse gas emissions pathway Council is projected to have, the current proportion of Green Power purchased, implications of increasing the amount purchased as means to reduce emissions, and to offer advice on how to reduce emissions from Council activities.		Director Infrastructure and Environment
02-Feb-16	11.1(d)	That a report be provided that provides options for a response from Council whereas: (a) A Councillor has made remarks against a section of the community in the Council chamber that are widely viewed as racist, (b) A Councillor has made statements to the media that are widely viewed as false and damaging to the reputation of Council, C. this report be presented at the February 23 meeting.	Report went to 23 February 2016 Council meeting. Completed.	Director Community Relations
23-Feb-16	5(a)	That Council accept the petition and that officers investigate the opportunities of erecting a second basketball hoop. (Location - Packer Park)	Further information provided to Councillors. Completed.	Director Community Relations
23-Feb-16	5(b)	That Council: 3. write to the Minister for Public Transport, copied to the Premier, all Members of State Parliament (whose electorates include the proposed elevated train line between Poath Road and Caulfield Station), the Herald Sun, The Age and the Leader Newspapers, advocating for no elevated train line through our city to be constructed until after a full and genuine consultation is conducted as to whether this is the community's preferred option and until full reports on noise, environmental, amenity and community impacts, vibration analysis, safety, cost benefit analysis etc. are made available for full and open public scrutiny. 4. Place this letter in a prominent position on Council's website. 5. Request that representatives of the LXRA (Level Crossing Removal Authority) and State Government hold public forums on the issue of the elevated train line option to which the Council and community can attend.	Letter dated 26 February 2016 sent. Completed.	Director Community Relations

COUNCIL MEETINGS - ITEMS FOR ACTION

Date	Item	Item for Action - Council Meetings	Status as at 31 March 2016	Officer
23-Feb-16	9.7	That Council writes to the Minister for Public Transport, copied to all members of both houses of state parliament whose electorates cover Nicholson Street, Bentleigh and to the Leader newspaper, noting our letter of 15 December 2015 and the notice to quit of 15 January 2016 and request that the decision be reconsidered and that occupation of the Nicholson Street Reserve be restored to Council. Points made in the letter should include the importance of public open space, the relative lack of public open space in Glen Eira and the increased difficulty Council will have in providing replacement open space due to rate capping.	Letter dated 4 March 2016 sent. Completed.	Director Community Relations
23-Feb-16	9.8	Re - policing and security of events on land or in facilities for which the Council is responsible - That officers prepare a report and recommendation that accord with the scope of the original request that this report and recommendation be place on the agenda of a future council meeting.		Director Community Relations
23-Feb-16	11.1(a)	That a report be prepared on the music/dance event held at the Caulfield Racecourse on 21-22 February 2016, the complaints about noise received by Glen Eira & Stonington Council, any information on the event approval issued, the notice given to Council & residents and advice on what action Council may take to ensure such events protect existing residential amenity.	Report went to 15 March 2016 Council meeting. Completed.	Director Planning and Transport
15-Mar-16	9.15	That Council make a formal submission to the Level Crossing Removal Authority by sending the letter in Attachment A with the following changes to the letter..	Letter dated 16 March 2016 sent. Completed.	Director Infrastructure and Environment

COUNCIL MEETINGS - ITEMS FOR ACTION

Date	Item	Item for Action - Council Meetings	Status as at 31 March 2016	Officer
15-Mar-16	9.7	<p>(a) That Officers liaise with the City of Stonington so as to prepare a joint letter to deliver to residents in proximity to the racecourse informing them of the decision-making responsibilities for events and the avenues of complaint in the event of amenity impacts such as noise taking place.</p> <p>(b) request, again, the MRC for a copy of the acoustic report for the Saturday "Dekmantel 2016" event.</p> <p>(c) write to the Melbourne Racing Club and the Caulfield Racecourse Reserve Trust requesting that these types of events (successive music events incorporating pounding bass) not be held in the future.</p> <p>(d) request the Environment Protection Authority Victoria to reconsider guidelines around live music events that are in residential areas like Caulfield Racecourse, so as to take greater consideration of bass music noise transmission on adjoining residential amenity.</p> <p>(e) write to the Minister that the Caulfield Racecourse lease is in over holding and that minimal compliance with the VAGO report recommendations has been achieved....."</p> <p>(f) writes to the Minister for the Environment, Climate Change and Water to....."</p> <p>(g) writes to the Trust urging them to consider a motion at their next meeting....."</p> <p>(h) That Council writes to the Victorian Ombudsman Ms Deborah Glass OBE and asks for an update on the letter sent on 2 October 2014....."</p>		Director Planning and Transport and Director Community Relations
15-Mar-16	11.1(a)	That a report be prepared on what if any action can be taken to implement the closure of the laneway between Koornang Road and Graceburn Avenue and Koornang Road and Shepparson Avenue, Carnegie on school days from 8-9.30am and 2.30-4pm	Report to 26 April 2016 Council Meeting. Completed.	Director Planning and Transport

PROCEDURAL MOTION

Crs Lipshutz/Magee

That an extension of time be granted for tonight's Council Meeting to conclude at 11.00PM.

The PROCEDURAL MOTION was put and CARRIED unanimously.

10. URGENT BUSINESS - Nil

11. ORDINARY BUSINESS

11.1 Requests for reports from Officers

(a) Footpaths

DECLARATIONS OF INTEREST

Cr Lipshutz declared a Conflict of Interest in this item under s78e as he and his wife own a house which abuts a street that does not have a footpath.

9.47PM Cr Lipshutz left the Chamber.

Crs Hyams/Esakoff

That a report be prepared on the provision by Council of concrete footpaths outside houses where currently no footpaths exist.

The report should address the following points:

- a) Requirements for Council under the Disability Discrimination Act for the provision of footpaths in residential roads;**
- b) Regardless of the answer to (a), what the cost would be of providing such footpaths, and what process or processes could be used to do so."**

The MOTION was put and CARRIED unanimously.

9.52PM Cr Lipshutz returned to the Chamber.

- (b) Newstead Street, Caulfield South

Crs Delahunty/Magee

That a report be prepared to assess the traffic conditions of Newstead Street noting the residents concerns especially regarding heavy vehicle use and make some recommendations about future options.

The MOTION was put and CARRIED unanimously.

- (c) Moorleigh Community Centre.

Crs Magee/Hyams

That a report be prepared on the Moorleigh community centre to include.

- 1. Overall dimensions of the land**
- 2. Owners of the land**
- 3. Zoning classification of the land**

The MOTION was put and CARRIED unanimously.

- (d) Community organisations

Crs Magee/Delahunty

That a report be prepared on the number of community organisations that council provides financial assistances to by way of paying rent on buildings that are not in the Moorleigh community centre.

The MOTION was put and CARRIED unanimously.

11.2 Right of reply – Cr Pilling.

"I would like to make a right of reply on behalf of Council in relation to the comments made by Mr. David Davis MLC on social media on Friday 27th May in relation to the State Government's elevated rail proposal for the Dandenong line that read: 'Glen Eira Mayor and Council have been too weak and compliant, failing to stand up for their community, issuing permits when they should have been fighting'.

This is certainly not the case -since the proposal announcement on Feb 7th this Council has done everything feasible within its legislated role to strongly advocate on behalf of our community to the State Government for genuine comprehensive consultation before deciding on a preferred option as well as the public release of all relevant docs including noise, environmental and business case. The attached motions and LXRA submission overwhelmingly adopted unanimously attest to this.

We have also been highly critical of the State Government for their lack of due process.

Our Council processes would have essentially been the same whether it was rail under or rail over given that both the previous Planning Minister and the current Minister have exercised ministerial control over the rail corridor and excised local planning controls from all Councils along the line affected by the project. That is there is no reasonable legal grounds where any Council affected by this Ministerial control can refuse permits. The Asset Consent Permits were granted according to certain technical criteria and it would have been inappropriate to take other considerations into account.

With the contracts signed on April 22nd this Council is very determined to hold the State Government fully to account in ensuring they deliver the best facilities completely funded with full ongoing maintenance costs for the new open spaces under the elevated lines. This is vital for all ratepayers in Glen Eira to avoid the burden of potential huge costings in future and ensure the best possible outcomes. We as a Council would be irresponsible to our residents if we didn't pursue this.

That being said, we feel strongly that the community should be more meaningfully involved in this project, and there should be better clarity on the issues and the things that Council and they can (and cannot) influence or give input into. We are currently developing an approach that will enable the community, Councillors and officers to have an aligned vision, and timely and constructive input to the LXRA on matters within our influence - such as on what these new open space facilities should be.

Our Council and our community would really welcome Mr Davis' full support in helping to deliver the best possible outcomes for all our residents, his constituents, given the now reality with contracts signed that the elevated rail project is proceeding. Our CEO and myself would be very pleased to meet with him to further discuss this and will initiate a meeting in the coming weeks."

11.3 Councillor questions

- (a) **Cr Hyams asked:** "Did Council receive a response to the letter dated March 4 to the Minister for Public Transport Hon Jacinta Allan MP relating to the Nicholson Street Reserve and, if so, can that letter be tabled at this meeting and be included in the Minutes?"

The CEO responded. She said: "Council did receive a response to our correspondence. We received that response dated 11 May 2016 and I am happy to submit the letter for the purpose of the Minutes."



Hon Jacinta Allan MP

Minister for Public Transport
Minister for Employment

11 MAY 2016

1 Spring Street
Melbourne, Victoria 3000 Australia
Telephone: +613 8392 6100
DX 210292

Ref: CMIN162872R

Cr Neil Pilling
Mayor
Glen Eira City Council
PO Box 42
CAULFIELD VIC 3162

Dear Cr Pilling,

Thank you for your letter of 4 March 2016 regarding your concerns about the future use of Lot 8 Nicholson Street Reserve, Bentleigh. I apologise for the delay in responding to your previous letter.

I understand that on 15 January 2016, Council received notification from Metro Trains Melbourne of its intent to cease its leasing arrangement with Council with respect to the above property.

I can now advise that this site, owned by VicTrack, will be used by the North McKinnon Centre Level Crossing Removal Project to provide local train commuters with supplementary car parking. This is necessary to offset a loss of car parking at Ormond and McKinnon stations and ensure that there is no net loss of car spaces for your local community.

Please be assured that the Level Crossing Removal Authority (LXRA) has explored all options in arriving at this decision and has taken into consideration the many competing interests of the project and local community. However, I appreciate you will be disappointed with the outcome on this occasion.

As I know you are aware, level crossing removals are complex and challenging projects that typically take place within constrained urban areas. The restrictions on delivering these projects in tight locations means that rail reservations often need to be fully utilised to improve safety and urban amenity and reduce congestion across Melbourne.



The LXRA and the Alliance will continue to work closely with key stakeholders, including Glen Eira City Council, to ensure feedback is considered before the car park is constructed at this location. The pedestrian and cycling path will be retained along Nicholson Street.

Thank you for your ongoing support and for raising this matter with me.

If you require further information, please contact Adam Maguire, Project Director LXRA, on telephone (03) 9027 5222.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Jacinta Allan', followed by a long horizontal line.

Hon Jacinta Allan MP
Member for Bendigo East
Minister for Public Transport

- (b) **Cr Delahunty asked:** “I have a question for the CEO on the question of the process for questions to Council just to explain that under s232 I think we are looking at sub section 2, could you just elaborate for the understanding of the gallery as to how a Councillor may where a question is asked of them or about them address that question and how the Chairperson might rule on those kind of requests from a Councillor.”

The CEO responded. She said: “Just to confirm that yes Public Questions to Council are dealt with under s232 of Council’s Local Law. Under s232 sub section 2 says questions considered by the Council under the direction of the Chairperson and goes on further under sub section b indicates that the Chairperson which is the Mayor may decide to either; 1 personally answer the question. 2 refer the question to the appropriate Councillor. 3 refer the question to the appropriate officer, or 4 advise that the question is taken on notice and a written response will be sent. So the Chairperson will decide the mechanism and the method by which a question is asked and directed.”

- (c) **Cr Delahunty asked:** “Just to clarify, where a Councillor disagrees with or is aggrieved by the response provided, who rules on whether to not that Councillor is able to speak?”

The CEO responded. She said: “The Chairperson does.”

- (d) **Cr Hyams asked:** “Can I get clarification of that. My understanding is the Mayor can, if the Mayor directs the question to another Councillor to answer then any Councillor may or has the right to make a comment if they are aggrieved by that but if the Mayor themselves handles the question that right doesn’t exist the way our public question policy is written at the moment.

The CEO responded. She said: “The answer is yes....Cr Hyams is referring to further sub section f of that same section that states: “where a Councillor disagrees with or is aggrieved by a response provided by a fellow Councillor appointed by the Chairperson to answer the question, he or she may seek leave of the Chairperson to make an appropriate brief explanatory statement as provided for under the provisions of Clause 238 of the Local Law (Right to make a Statement).”

11.4 Public questions to Council

From: Susan Nolle
Subject: Animal Management in Glen Eira.

Re Animal Management in Glen Eira. What procedures and strategies are used by Council to maintain public amenity when dogs bark loudly and regularly and cats roam at will?”

Re Local Law Animal Management: In a short Caulfield street of only twenty houses, how many dogs and how many cats are registered by Council to reside with their owners in Blake Street, Caulfield?

Re Local Law Animal Management: From a newly developed property in Clarke Avenue, Caulfield, three dogs recently rushed from the house to bark at me and the small dog I was walking. I also know of another address near mine where three medium sized dogs are registered to live at the property. How does the Glen Eira Council dog registration policy allow three dogs to be housed, long term, in suburban properties?"

Re Local Law Animal Management: On 6/6/16 I watched a woman pick up dog droppings, deposited on a Council owned 'nature strip', from one of the two large dogs she was walking and deposit the Council provided black bag in the rubbish bin on the property of the nearby resident. What is Council's Local Law policy on such behaviour?"

Re Local Law Animal Management: After notifying Council about a black and white cat that roamed my property at nighttime, a recently emailed response from Council included: "Once the cat/s matching the description have been identified, officers will issue educational information accordingly." Please explain to me, as a matter of public interest, the "education information" that is "issued accordingly" to owners of identified roaming cats."

Re Local Law Animal Management: In Caulfield, where I live, I often see cats roaming the streets at dusk and I have recently observed a cat moving stealthily, through my garage into my property, well after nightfall. Last month, this Council held a well attended information evening on Birds of Glen Eira. If Council is serious about its environment policies, why has it been five years since its cat management policy has been reviewed and updated by our current elected representatives?"

Does Council have a written, animal management policy that specifically relates to cats owned by Glen Eira residents? If such a written document exists, is it consistently applied?"

Re roaming, stalking cats: What steps will Council take to ensure that birds, especially small indigenous birds such as the brown thornbill, silver eyes and spotted pardalote are safe from nighttime roaming, often marauding and supposedly domesticated cats? Why are animals that kill registered simply as pets and why are they not classified as a dangerous animal in the same way as a dangerous dog breed is labelled?"

The Mayor read Council's response. He said:

Council has programs and strategies to minimise the potential for dogs and cats to create a nuisance as detailed in its Domestic Animal Management Plan. These include:

- Barking dogs booklet which outlines some reasons why dogs bark, what dog owners can do to ease the situation and what residents can do if annoyed by barking dogs;
- Procedures for investigation, education and gathering of evidence where dogs or cats are causing a nuisance
- Cat cage loan program to trap nuisance cats
- Regular articles in the Glen Eira News on responsible pet ownership.

In Blake Street, Caulfield, Council has 13 registered dogs. There is one unregistered cat which the owner has 7 days to register.

To keep more than two cats or two dogs on any property an owner needs to apply for a multiple pet permit. Council considers the following when assessing applications:

- Condition of the premises — clean, inoffensive and sanitary condition, level of maintenance to minimise any nuisance.
- State of the ground where the animal is kept — free of weeds, refuse, rubbish and other material harbouring, or which may harbour, rats and vermin.
- Method and frequency of disposing of animal faeces.
- Current registration of animals.
- Ensure that the presence of pets does not cause detriment to the amenity of the area.
- The welfare of the animals is not compromised.
- All requirements of the *Domestic Animals Act 1994* and associated regulations must be adhered to.

It is an offence under Clause 407 of Council's Local Law to permit animal faeces to remain on any Council land or road including footpath or nature strip.

Past media articles educating cat owners have included:

- *Confining your cat to the property.*
- *Legal requirements for cat owners.*
- *Your cat's welfare needs.*
- *The time to desex is when you get your pet.*
- *If you love your cat tag it.*

The Domestic Animals Act 1994 requires Council to submit an updated Domestic Animal Management Plan on a four-yearly cycle. This document is due in November 2017. Prior to this the public will have an opportunity to lodge submissions.

The Domestic Animal Management Plan in conjunction with educational material from the Department of Environment & Primary Industries are the documents used to manage cats within the municipality and educate owners."

From: Melanie Brooks
Subject: Skyrail

“Can the mayor and council please put on record whether they are ‘for’ or ‘against’ Skyrail and if ‘against’ can council please therefore use every legal avenue to prevent it from going ahead and happening. “

The Mayor read Council’s response. He said:

“The Level Crossing Removal projects are a State Government initiative.

Council’s position is well documented and publicly available on Council’s website at this link: <http://www.gleneira.vic.gov.au/Council/News-and-media/Level-crossing-removals-in-Glen-Eira> “

From: Rosetta Manaszewicz
Subject: VCAT Hearing

“Last Friday there was a practice day hearing at VCAT involving the BPG Caulfield Village Pty Ltd. Could Council please state:
1. the matter under consideration, and
2. the outcomes from this session.”

The Mayor read Council’s response. He said:

“The matter related to the future public notice requirements and VCAT hearing dates for Development Plan No. 18602/2015. This development plan was refused by Council on the 6 April 2016.

Council is currently awaiting VCAT’s written determination on this matter.”

From: Rosetta Manaszewicz
Subject: NAB loan

“In negotiating the new loan with the NAB:

- 1. What financial penalty will council incur for not completing the original fixed term contract?*
- 2. What is the new interest rate agreed upon?*
- 3. Will council in effect be paying interest upon the interest?”*

The Mayor read Council's response. He said:

"In 2010, Council engaged Treasury Corporation Victoria ('TCV') to be the independent financial advisor in connection with the funding of GESAC. Council considered a report submitted by TCV, and approved the funding recommendations set out in the TCV 'Financing Advice' report. As a result of the approval, Council invited tenders for \$25M in loan borrowings at a fixed rate over a 15 year term to fund the GESAC project. In February 2011, Council approved National Australia Bank (NAB) as the successful tenderer for Council to borrow \$25M.

On 17 May 2016, Council approved the restructure of the existing loan into a 7 year principal plus interest loan (with the early repayment cost to be absorbed into the existing loan) at a fixed rate of interest. Despite the early repayment break fee of \$4.9m, restructuring the old loan facility results in a net financial benefit of approximately \$1.7M to Council.

The interest rate and other financial information of the new loan facility cannot be disclosed as the details were considered as confidential under section 89(2)(d) of the *Local Government Act 1989*."

From: Nick Varvodic
Subject: Councillor behaviour

*"Dear Cr Lipshutz, This question relates to the recent incident where Cr Hyams insulted Cr Lobo by calling him a "f**k wit" at a public ceremony in front of distinguished dignitaries. a) Can you please demonstrate your thought process, and the reasonings behind why you chose to censure Cr Lobo for inappropriate comments, but not Cr Hyams for inappropriate comments? b) In accordance with the Councillor Code of Conduct, sections 4.5.1 and 5.1, can you also justify how your decision is fair and equitable to Cr Lobo. It appears they have both made inappropriate comments but the punitive outcomes are vastly different, why?"*

The Mayor read Council's response. He said:

"Clause 232 b (i) of the Local Law allows the Mayor to determine to respond to the Public Questions and I hereby do so.

Council has engaged an independent arbiter to provide advice on the matters of Councillor conduct highlighted in your questions. This process is still underway and recommendations to the Council are yet to be received."

From: Nick Varvodic
Subject: Councillor behaviour

*“Dear Cr Delahunty, This question relates to the recent incident where Cr Hyams insulted Cr Lobo by calling him a “f**k wit” at a public ceremony in front of distinguished dignitaries. a) Can you please demonstrate your thought process, and the reasonings behind why you chose to censure Cr Lobo for inappropriate comments, but not Cr Hyams for inappropriate comments? b) In accordance with the Councillor Code of Conduct, sections 4.5.1 and 5.1, can you also justify how your decision is fair and equitable to Cr Lobo. It appears they have both made inappropriate comments but the punitive outcomes are vastly different, why?”*

The Mayor read Council’s response. He said:

“Clause 232 b (i) of the Local Law allows the Mayor to determine to respond to the Public Questions and I hereby do so.

Council has engaged an independent arbiter to provide advice on the matters of Councillor conduct highlighted in your questions. This process is still underway and recommendations to the Council are yet to be received.”

From: Nick Varvodic
Subject: Councillor behaviour

*“Dear Cr Sounness, This question relates to the recent incident where Cr Hyams insulted Cr Lobo by calling him a “f**k wit” at a public ceremony in front of distinguished dignitaries. a) Can you please demonstrate your thought process, and the reasonings behind why you chose to censure Cr Lobo for inappropriate comments, but not Cr Hyams for inappropriate comments? b) In accordance with the Councillor Code of Conduct, sections 4.5.1 and 5.1, can you also justify how your decision is fair and equitable to Cr Lobo. It appears they have both made inappropriate comments but the punitive outcomes are vastly different, why?”*

The Mayor read Council’s response. He said:

“Clause 232 b (i) of the Local Law allows the Mayor to determine to respond to the Public Questions and I hereby do so.

Council has engaged an independent arbiter to provide advice on the matters of Councillor conduct highlighted in your questions. This process is still underway and recommendations to the Council are yet to be received.”

From: Nick Varvodic
Subject: Councillor behaviour

*“Dear Cr Esakoff, This question relates to the recent incident where Cr Hyams insulted Cr Lobo by calling him a “f**kwt” at a public ceremony in front of distinguished dignitaries. a) Can you please demonstrate your thought process, and the reasonings behind why you chose to censure Cr Lobo for inappropriate comments, but not Cr Hyams for inappropriate comments? b) In accordance with the Councillor Code of Conduct, sections 4.5.1 and 5.1, can you also justify how your decision is fair and equitable to Cr Lobo. It appears they have both made inappropriate comments but the punitive outcomes are vastly different, why?”*

The Mayor read Council’s response. He said:

“Clause 232 b (i) of the Local Law allows the Mayor to determine to respond to the Public Questions and I hereby do so.

Council has engaged an independent arbiter to provide advice on the matters of Councillor conduct highlighted in your questions. This process is still underway and recommendations to the Council are yet to be received.”

From: Nick Varvodic
Subject: Councillor behaviour

*“Dear Cr Ho, This question relates to the recent incident where Cr Hyams insulted Cr Lobo by calling him a “f**kwt” at a public ceremony in front of distinguished dignitaries. a) Can you please demonstrate your thought process, and the reasonings behind why you chose to censure Cr Lobo for inappropriate comments, but not Cr Hyams for inappropriate comments? b) In accordance with the Councillor Code of Conduct, sections 4.5.1 and 5.1, can you also justify how your decision is fair and equitable to Cr Lobo. It appears they have both made inappropriate comments but the punitive outcomes are vastly different, why?”*

The Mayor read Council’s response. He said:

“Clause 232 b (i) of the Local Law allows the Mayor to determine to respond to the Public Questions and I hereby do so.

Council has engaged an independent arbiter to provide advice on the matters of Councillor conduct highlighted in your questions. This process is still underway and recommendations to the Council are yet to be received.”

From: Nick Varvodic
Subject: Councillor behaviour

“Dear Cr Pilling, This question relates to the recent incident where Cr Hyams insulted Cr Lobo by calling him a “f**k wit” at a public ceremony in front of distinguished dignitaries. a) Can you please demonstrate your thought process, and the reasonings behind why you chose to censure Cr Lobo for inappropriate comments, but not Cr Hyams for inappropriate comments? b) In accordance with the Councillor Code of Conduct, sections 4.5.1 and 5.1, can you also justify how your decision is fair and equitable to Cr Lobo. It appears they have both made inappropriate comments but the punitive outcomes are vastly different, why?”

The Mayor read Council’s response. He said:

“Clause 232 b (i) of the Local Law allows the Mayor to determine to respond to the Public Questions and I hereby do so.

Council has engaged an independent arbiter to provide advice on the matters of Councillor conduct highlighted in your questions. This process is still underway and recommendations to the Council are yet to be received.”

From: Nick Varvodic
Subject: Councillor behaviour

*“Dear Cr Magee, This question relates to the recent incident where Cr Hyams insulted Cr Lobo by calling him a “f**k wit” at a public ceremony in front of distinguished dignitaries. a) Can you please demonstrate your thought process, and the reasonings behind why you chose to censure Cr Lobo for inappropriate comments, but not Cr Hyams for inappropriate comments? b) In accordance with the Councillor Code of Conduct, sections 4.5.1 and 5.1, can you also justify how your decision is fair and equitable to Cr Lobo. It appears they have both made inappropriate comments but the punitive outcomes are vastly different, why?”*

The Mayor read Council’s response. He said:

“Clause 232 b (i) of the Local Law allows the Mayor to determine to respond to the Public Questions and I hereby do so.

Council has engaged an independent arbiter to provide advice on the matters of Councillor conduct highlighted in your questions. This process is still underway and recommendations to the Council are yet to be received.”

From: Nick Varvodic
Subject: Councillor behaviour

*“Dear Cr Hyams, This question relates to when you insulted Cr Lobo by calling him a “f**k wit” at a public ceremony. a) If Cr Lobo insulted you in public by calling you a “f**k wit”, what action would you take? b) Considering Cr Lobo’s censure for inappropriate comments, and with regards to transparency, fairness & equity, would you agree you have left your fellow Councillors with no alternative but to censure you for inappropriate comments?”*

Cr Hyams responded to your question. He said:

- “(a) It would depend on all the circumstances including whether members of the public heard the comment. In the case you mentioned they did not.
- (b) No.”

From: Andrew Pollock
Subject: LXRA Planning Amendment

“The planning amendment rushed through under 20 (4) by the planning minister and the incorporated document clearly puts the nature reserve at the railway end of Boyd Park at risk. In particular the remnant river red gums are on the LXRA hit list and these would survive if rail under road was employed or if the Hughesdale station remained in Hughesdale. A redesign of the station placing it at grade in Hughesdale would also protect the reserve and the trees. What representation did Council or its officers make to the Minister about this historic and environmentally significant area, did Council or its officers demand that this area remain undisturbed and what is Council or its officers doing to ensure excessive clearing of trees in the corridor does not occur?”

The Mayor read Council’s response. He said:

“The revised Incorporated Document was issued by the Planning Minister on 27 May 2016. In this document, an increase in the project area to include the VicTrack owned land adjacent to Boyd Park was reflected. Council does not own this land. This area of land includes significant mature trees which Council requested be protected in its recent letter to the LXRA on 8 April 2016 and subsequent letter to the Minister on 20 May 2016.

The removal of trees is not specifically mentioned in the Incorporated Document. Council officers have been in ongoing negotiations with the LXRA on the retention of trees and vegetation in the project, including these significant trees at Boyd Park. It is Council officers’ understanding from discussions with LXRA that the intention is to retain as many trees as possible. The LXRA is currently preparing tree retention plans which will be sent to Council officers for comment.

In its submission letters to the LXRA and Minister on the proposed changes to the Incorporated Document, in addition to the request that the Boyd Park mature trees and area should be protected, Council specifically raised the importance of

trees for neighbourhood character and screening of the rail line, and requested every effort be made to retain trees along the corridor. Council stated if this was not possible in locations, that trees and vegetation should be planted to protect and restore local amenity.

Council officers will have membership in the newly formed Community Open Space Expert Panel, and will continue to negotiate and advocate to the LXRA for the best possible open space and amenity outcomes for the community. “

From: Michael Searle
Subject: Cr Conduct

“Given the March 2012 report by the State Ombudsman specifically laid out the code of conduct that should be adopted by councillors and that was approved by Glen Eira council in a resolution. Why haven’t Cr Jim Magee as Tucker rep at the very least the Mayor not censured Cr Hyams when it is on public record that he did swear at Cr Lobo. Cr Hyams has offended the office of Mayor and should have to apologise to Cr Lobo and the Mayor chair.

As a Tucker ward resident I demand that Cr Hyams be censured and maximum penalty points be directed against him and the council as a whole stop wasting monies unnecessarily on legal advice when you already have advice-Ombudsman report . Legal privilege will not suffice as a answer.”

The Mayor read Council’s response. He said:

“Clause 232 b (i) of the Local Law allows the Mayor to determine to respond to the Public Questions and I hereby do so.

Council has engaged an independent arbiter to provide advice on the matters of Councillor conduct highlighted in your questions. This process is still underway and recommendations to the Council are yet to be received.”

From: Dianne Hunt
Subject: LXRA and parking

“I was recently contacted by a resident of Neerim Road who wrote –

More and more and due to rail works, vehicles are parking outside our house over the white parking lines, obstructing our driveway. There have been occasions when we cannot get our car out of the driveway. When I rang council to discuss this I was told that our street, Neerim Road, and any management of this has been handed over to the LXRA! I was astounded, so even though I am still paying rates to Glen Eira, all council matters such as parking, street issues will not be dealt with by Council and I need to go through the LXRA. How far do the powers and permits granted to the LXRA extend, have residents been formally notified of these powers and has council handed control of all parking and street issues over to the LXRA?”

The Mayor read Council's response. He said:

"There have been no changes to the management of Neerim Road.

Council is responsible for enforcement of parking restrictions in Neerim Road. The resident who contacted Ms Hunt is advised to contact Council's Customer Service Centre and request a parking safety officer to attend if cars are parked illegally."

From: Chelsie Dickson
Subject: LXRA

"Will Glen Eira Council support those residents by escalating it's position regarding Skyrail, to include legal action, as the LXRA has constantly failed met Councils requests for a full consult or disclose of documents including an EES."

The Mayor read Council's response. He said:

"Council has not considered legal action with regard to the State Government's skyrail project. Council has done everything within its legislated role to advocate strongly on behalf of the local community for full and genuine consultation and the release of various reports."

12. CONSIDERATION OF CONFIDENTIAL ITEMS

Crs Hyams/Lipshutz

That the meeting be now closed to members of the public under Section 89(2) of the Local Government Act 1989 in order to consider:

- 12.1 under s89 (2)(d) “contractual” which relates to the awarding of the contract for Tender number 2016.033 Comprehensive Tree Pruning Services across the Municipality.**

Number of tenders received	Three (3)
Number of evaluation criteria tenders assessed against	Three (3)
Estimated contract value	In excess of \$8,600,000

- 12.2 under s89 (2)(d) “contractual” which relates to the setting of rates for Yarra Yarra Golf Club.**

- 12.3 under s89 (2)(d) “contractual” which relates to the awarding of the contract for Tender number 2016.040 – Bundled Branch Collection Services.**

Number of tenders received	Three (3)
Number of evaluation criteria tenders assessed against	Three (3)
Estimated contract value	\$596,243

The MOTION was put and CARRIED unanimously.

The MOTION was put and CARRIED unanimously.

OUTCOME OF CONSIDERATION OF CERTAIN CONFIDENTIAL ITEMS

Item 12.1

Crs Hyams/Lipshutz

- 1. That Council appoint Active Tree Services Pty Ltd, ACN 002 919 299 as the contractor under Tender number 2016.033 for an amount of \$6,959,293.00 inclusive of GST.**
- 2. That the contract be prepared in accordance with the Conditions of Contract included in the tender**
- 3. That the contract be executed in an appropriate manner by affixing of the Council Seal.**
- 4. That this resolution be incorporated in the public minutes of this Meeting.**

The MOTION was put and CARRIED unanimously.

Item 12.3

Crs Esakoff/Hyams

- 1. That Council appoints WM Waste Management Services Pty Ltd, ACN 006 368 136 as the contractor under Tender number 2016.040 in accordance with the Schedule of Rates submitted.**
- 2. That the contract be prepared in accordance with the Conditions of Contract included in the tender.**
- 3. That the contract be executed in an appropriate manner by affixing of the Council Seal.**
- 4. That this resolution be incorporated in the public minutes of this Meeting.**

The MOTION was put and CARRIED unanimously.

Crs Hyams/Sounness

That the meeting be resumed in open Council.

The MOTION was put and CARRIED unanimously.

13. CLOSURE OF MEETING

The meeting closed at 10.33PM.

CONFIRMED THIS 28 JUNE 2016

CHAIRPERSON