



GLEN EIRA CITY COUNCIL
ORDINARY COUNCIL MEETING

TUESDAY 9 APRIL 2019

MINUTES

**Meeting was held in the Council Chambers,
Corner Hawthorn & Glen Eira Roads, Caulfield
at 7.30pm**

Present

The Mayor, Councillor Jamie Hyams
Councillor Tony Athanasopoulos
Councillor Anne-Marie Cade
Councillor Clare Davey
Councillor Mary Delahunty
Councillor Margaret Esakoff
Councillor Jim Magee
Councillor Joel Silver
Councillor Dan Sztrajt

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1. ACKNOWLEDGEMENT

The Mayor read the acknowledgement.

Glen Eira City Council respectfully acknowledges that the Boon Wurrung people of the Kulin nation are the traditional owners of the land now known as Glen Eira. We pay our respects to their Elders past, present and emerging and acknowledge and uphold their continuing relationship to and responsibility for this land.

2. APOLOGIES NIL

3. OATH OF OFFICE AND DISCLOSURES OF INTERESTS

Oath of Office

The Mayor read the Oath of Office.

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

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

4. CONFIRMATION OF MINUTES OF PREVIOUS COUNCIL MEETINGS

Moved: Cr Silver

Seconded: Cr Delahunty

That the minutes of the Ordinary Council Meeting held on 19 March 2019 and the Special Council Meeting held on 2 April 2019 be confirmed.

CARRIED UNANIMOUSLY

5. RECEPTION AND READING OF PETITIONS AND JOINT LETTERS

There were no petitions or joint letters submitted to the meeting.

6. DOCUMENTS FOR SEALING

Nil

7. REPORTS BY DELEGATES APPOINTED BY COUNCIL TO VARIOUS ORGANISATIONS

Nil

8. REPORTS FROM COMMITTEES

8.1 Advisory Committees

8.1.1 ADVISORY COMMITTEE MINUTES**Moved: Cr Silver****Seconded: Cr Davey**

That the minutes of the Advisory Committee meetings as shown below be received and noted and that the recommendations of the Committees be adopted.

- a. 25 February 2019 – Strategic Transport Advisory Committee Minutes
- b. 27 February 2019 – Community Engagement Advisory Committee
- c. 18 March 2019 – Local Laws Advisory Committee

CARRIED UNANIMOUSLY

8.2 Records of Assembly

8.2.1 RECORDS OF ASSEMBLIES OF COUNCILLORS**Moved: Cr Silver****Seconded: Cr Sztrajt**

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

- a. 5 March 2019
- b. 12 March 2019 Assembly
- c. 19 March 2019 (pre-meeting)
- d. 21 March 2019 Councillor Budget Workshop

CARRIED UNANIMOUSLY

Public Participation

The Mayor advised that at this stage of the meeting 15 minutes is allowed for public participation in accordance with clause 230(1) of the Glen Eira Local Law.

9. PRESENTATION OF OFFICER REPORTS

9.1 6-8 BEVIS STREET, BENTLEIGH EAST

Moved: Cr Cade**Seconded: Cr Magee**

That Council issues a Notice of Refusal to Grant a Planning Permit for Application No. GE/DP-32560/2018 at 6-8 Bevis Street, Bentleigh East for the construction of a 3 storey building comprising up to 22 apartments and a basement car park for the following reasons:

1. The proposed development does not satisfy the objectives and policies of the Housing Diversity Area Policy (Clause 22.07) of the Glen Eira Planning Scheme because:
 - The mass and scale of the proposed development is not appropriate having regard to the existing and preferred built form character of the area, and the sensitive interfaces to the east and south, and;
 - The front setbacks to Bevis Street and Filbert Street are inadequate and the building would be excessively dominant in the streetscape because the second floor has not been adequately recessed to respect the character of the neighbourhood.
2. The proposed building would be visually dominant when viewed from the secluded private open space areas of the dwellings to the east and south and this would have an unreasonable impact on the amenity of the adjoining properties.
3. The proposed development does not satisfy the following objectives of Clause 55 (ResCode) of the Glen Eira Planning Scheme:
 - Clause 55.02-1 – Neighbourhood character: As the proposed building would be visually dominant and would not positively contribute to the preferred neighbourhood character of the area.
 - Clause 55.02-2 – Residential policy: As the mass and scale of the proposed building would have an adverse impact on the amenity of adjacent streetscapes, and the adjoining properties to the east and south which would be contrary to the Housing Diversity Area Policy (Clause 22.07 of the Glen Eira Planning Scheme).
 - Clause 55.03-1 – Street setback: As the front setbacks to Bevis Street and Filbert Street would be inadequate and would not respect the preferred neighbourhood character of the area.
 - Clause 55.03-3 – Site coverage: As the 62% site coverage would be excessive, resulting in an undesirable extent of visual bulk.
 - Clause 55.04-1 – Side and rear setbacks: As the side and rear setbacks of the upper floors would be inadequate, causing an unreasonable visual bulk impact on the amenity of the adjoining properties to the east and south.

It is recorded that Cr Silver vacated the Chamber at 8:02pm and re-entered at 8:03pm.

CARRIED UNANIMOUSLY

9.2 554- 556 INKERMAN ROAD, CAULFIELD NORTH

Moved: Cr Silver**Seconded: Cr Delahunty**

That Council issues a Notice of Decision to Grant a Planning Permit for Application No. GE/PP- 32470/2018, the construction of a part 3, part 4 storey building comprising 24 dwellings above a basement car park at 554-556 Inkerman Road, Caulfield North in accordance with the following conditions/grounds:

Amended plans

1. Before the development starts, amended plans to the satisfaction of the Responsible Authority must be submitted to, and approved by, the Responsible Authority. The plans must be drawn to scale with dimensions and must generally accord with the plans submitted with the application (identified as TP-000-TP902, Rev B, prepared by Ewert Leaf Architects and dated 22 Nov 2018 and Landscape Plan, prepared by John Patrick Landscape Architects and dated Nov 2018) but modified to show:
 - (a) The site coverage reduced so that the building site coverage does not exceed a maximum of 60 per cent. The site coverage is to be reduced by increasing the front setback of the building with all changes to be absorbed within the building
 - (b) The setback of the rear wall increased to a minimum of 8.5m from the northern boundary for dwelling number 2.03 and the living/kitchen area of dwelling number 2.04
 - (c) A fixed freestanding trellis or privacy screen to be erected above the existing fence on the northern boundary of the site, opposite the dining/kitchen area and bedroom 3 of dwelling number G.04. The trellis or screen must have an overall height of at least 1.7m above the finished floor levels the dining/kitchen area and bedroom and be no more than 25 per cent transparent
 - (d) A fixed freestanding trellis or privacy screen to be erected above the existing fence on the western boundary of the site, opposite the habitable room windows and terraces of dwelling numbers G.03 and G.04. The trellis or screen must have an overall height of at least 1.7m above the finished floor levels the habitable rooms and terrace and be no more than 25 per cent transparent
 - (e) The privacy screen associated with the private open space of dwelling 2.04 extended east by 1.1m
 - (f) The landscape plan updated to include details of the upper floor planter boxes and a replacement species for the street tree identified as Tree 1 including the species, maturity and location.
 - (g) The installation of wheel stops between the tandem car parking bays and bays 9 and 10
 - (h) 20 per cent of the bicycle parking spaces provided as horizontal, ground level bicycle parking spaces in accordance with Australian Standard AS2890.3:2015

- (i) 300mm wide kerbs to be provided to all ramps in addition to the width of the ramp
- (j) The provision of a kerb which encloses the bicycle parking area from the basement ramp
- (k) A note indicating that the west side fence located near to the ground floor entry ramp is required to be maintained under 900mm in height within the pedestrian sight triangle
- (l) Vehicle swept path assessment that demonstrates satisfactory access to critical car parking bays in both the basement levels, and any consequential changes as a result to the satisfaction of the Responsible Authority
- (m) One car parking space converted to a bin collection area and swept path drawing demonstrating collection can occur with a 6.4m length waste wise mini truck
- (n) A survey plan demonstrating that the development maintains a minimum of 35 per cent garden area in accordance with Clause 32.08-4 of the Glen Eira Planning Scheme

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

General requirements

2. The layout of the site and size, design and location of buildings and works as shown on the endorsed plans must not be altered without the prior written consent of the Responsible Authority. Note: This does not obviate the need for a permit where one is required.
3. Before the development starts, the two lots must be consolidated under the *Subdivision Act 1988* so that they form one lot.
4. At the completion of the frame construction and at the before the dwellings are occupied, written confirmation must be provided by a Licensed Land Surveyor to the Responsible Authority verifying that the development does not exceed 11.5m in height above natural ground level except for the lift overrun.

Landscaping and tree protection

5. The landscaping as shown on the endorsed Landscape Plan must be carried out, completed to the satisfaction of the Responsible Authority.
6. The landscaping as shown the endorsed Landscape Plan must carried out, completed and maintained including that any dead, diseased or damaged plant are replaced in accordance with the Landscape Plan to the satisfaction of the Responsible Authority.
7. During the construction, the proposed works must not cause any damage to the canopy, roots or the Tree Protection Zone of any existing street trees (identified as Trees 2 and 3) in accordance with Condition 8.

8. No works, structures or machinery must come within 1m of the trees crown/canopy as per AS 4970-2009 section 3.3.6. Temporary fencing to be used as per AS 4970-2009 section 4.3. The Tree Protection Zone on the nature strip area shall form a rectangle along the back of the kerb, across the nature strip either side of the tree, and along the edge of the footpath. The footpath must remain open for public access. The Tree Protection Zone fencing erected across the nature strip shall be 2m to the west and to the east of Tree 2 and 3m to the west and to the east for Tree 3.

Management plans

9. Before the dwellings are occupied, a Waste Management Plan must be submitted to and approved by the Responsible Authority. The plan must be to the satisfaction of the Responsible Authority and will be endorsed and form part of the permit. The plan must include details of the collection and disposal of waste and recyclables associated with the proposed uses on the site along with the following:
 - (a) The collection of waste associated with the uses on the land, including the provision of bulk waste collection bins or approved alternative, recycling bins, the storage of other refuse and solid wastes in bins or receptacles within suitable screened and accessible areas to the satisfaction of the Responsible Authority.
 - (b) Designation of methods of collection to be by private collection unless otherwise agreed in writing by the Responsible Authority. The private collection must incorporate recycling services and must comply with the relevant EPA noise guideline relating to the time of collection.
 - (c) Collection is to be undertaken from within the site with a maximum size 6.4m length waste wise mini truck, unless otherwise agreed in writing by the Responsible Authority.
 - (d) Appropriate areas of bin storage on site and areas of waste bin storage on collection days.
 - (e) Details for best practice waste management once operating.Once approved the WMP will be endorsed to form part of this permit and must be complied with to the satisfaction of the Responsible Authority and must not be varied except with the written approval of the Responsible Authority.
10. Before the development starts, a Construction Management Plan must be submitted to and approved by the Responsible Authority. The plan must be to the satisfaction of the Responsible Authority and will be endorsed and form part of the permit. Unless otherwise agreed in writing, the plan must provide details of the following:
 - (a) Delivery and unloading points and expected frequency;
 - (b) Truck haulage routes, circulation spaces and queuing lanes;
 - (c) Details how traffic and safe pedestrian access will be managed. These must be in the form of a Traffic Management Plan designed by a suitably qualified traffic practitioner;
 - (d) A liaison officer for contact by owners / residents and the

Responsible Authority in the event of relevant queries or problems experienced;

- (e) An outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services;
- (f) Any requirements outlined within this permit as required by the relevant referral authorities;
- (g) Hours for construction activity in accordance with any other condition of this permit;
- (h) Measures to control noise, dust, water and sediment laden runoff;
- (i) Measures to ensure that sub-contractors/tradespersons operating on the site are aware of the contents of the Construction Management Plan;
- (j) Any construction lighting to be baffled to minimise intrusion on adjoining lots.

Carparking and accessways

11. Areas set aside for the parking of vehicles and access lanes as shown on the endorsed plans must be:

- (a) constructed;
- (b) properly formed to such levels that they can be used in accordance with the plans;
- (c) surfaced with an all-weather sealcoat;
- (d) drained;
- (e) line-marked to indicate each car space and all access lanes;
- (f) clearly marked to show the direction of traffic along the access lanes and driveways;

to the satisfaction of the Responsible Authority.

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

12. Before the dwellings are occupied, a report containing details of the installation and continued operation of the warning light system within the basement and ground floor areas must be provided to and approved by the Responsible Authority. The report must be to the satisfaction of the Responsible Authority and will be endorsed and form part of the permit.
13. The vehicular crossing must be constructed to the road to suit the proposed driveway(s) to the satisfaction of the Responsible Authority and any existing crossing or crossing opening must be removed and replaced with footpath, nature strip and kerb and channel to the satisfaction of the Responsible Authority.
14. This Permit will expire if:
- The development does not start within two (2) years from the date of this Permit; or
 - The development is not completed within four (4) years of the date of

this Permit.

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

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

Permit notes

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

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

- B. This Planning Permit represents the Planning approval for the use and/or development of the land. This Planning Permit does not represent the approval of other departments of Glen Eira City Council or other statutory authorities. Such approvals may be required and may be assessed on different criteria from that adopted for the approval of this Planning Permit.
- C. This Planning Permit represents the Planning approval for the development of the land. Side and rear boundary fences do not form part of this Planning approval. The approval for building on a “title boundary” enables the building to be sited precisely on the boundary (as determined by a licensed land surveyor) or within 200mm of the title boundary as per the definition in Clause 55.04-2 of the Glen Eira Planning Scheme. All matters relating to the boundary fences shall be in accordance with the provisions of the Fences Act 1968, i.e. Council will not deliberate on which option prevails but rather the permit holder and adjoining owners will need to cooperatively resolve which of the above outcomes is mutually acceptable.
- D. Any failure to comply with the conditions of this permit may result in action being taken to have an Enforcement Order made against some or all persons having an interest in the land and may result in legal action or the cancellation of this permit by the Victorian Civil and Administrative Tribunal.
- E. Nothing in the grant of this permit should be construed as granting any permission other than planning permission for the purpose described. It is the duty of the permit holder to acquaint themselves, and comply, with all other relevant legal obligations (including any obligation in relation to restrictive covenants and easements affecting the site) and to obtain other required permits, consents or approvals.

- F. The replacement street tree species must be to the satisfaction of Council's Parks Services Department. The new tree must be planted and maintained to the satisfaction of Council at no cost to the Council.
- G. Prior to the commencement of any demolition and/or building works, an Asset Protection Permit must be obtained from Council's Engineering Services Department.
- H. Prior to the commencement of works, the developer must expose the Council drain on site and call Engineering Services to arrange an inspection to confirm the exact location of this drain. No structures are to be constructed within 1m laterally from edge of the existing Council drain or the drain relocated without Council approval.
- I. On any future subdivision the applicant shall create a drainage easement on top of the existing Council drain in favour of Glen Eira City Council along the northern boundary of the allotment.
- J. No net increase in the peak stormwater runoff to Council's drainage network. Post development peak storm water discharged to Council's drainage network must be maintained to the predevelopment level for 10 year ARI.
- K. Residents of the dwellings allowed under this permit will not be issued Residential Parking Permits (including visitor parking permits).

CARRIED

9.3 VCAT WATCH

Moved: Cr Silver**Seconded: Cr Delahunty**

That Council notes the recent decisions and applications currently before the Victorian Civil and Administrative Tribunal (VCAT), including the recent applications that have been lodged with VCAT.

CARRIED UNANIMOUSLY

**9.4 248-268 CENTRE ROAD, BENTLEIGH
EXTENSION TO THE PROPOSED BENTLEIGH RETAIL HERITAGE PRECINCT**

Moved: Cr Silver**Seconded: Cr Delahunty**

That Council:

1. endorse the amended Citation and Statement of Significance for the Bentleigh Retail Precinct HO160;
2. seeks authorisation from the Minister for Planning to prepare and exhibit Planning Scheme Amendment C185glen;
3. authorises the Manager City Futures to undertaken minor changes to the Amendment including changes requested by the Minister for Planning or the Department of Environment, Land, Water and Planning in order to receive authorisation, where the changes do not affect the purpose or intent of the Amendment;
4. subject to receiving authorisation from the Minister for Planning, places the Amendment on public exhibition for at least one month.

CARRIED UNANIMOUSLY

9.5 PUBLIC TRANSPORT GAP ANALYSIS AND ADVOCACY

Moved: Cr Davey**Seconded: Cr Magee**

That Council:

1. notes the progress of the draft *Public Transport Gap Analysis Report and Advocacy Reference Document*, as outlined in the Council and Community Plan 2018-2019 Commitments.
2. agrees to commence the process of community engagement to seek feedback on the draft report.

CARRIED UNANIMOUSLY

9.6 DRAFT YOUTH STRATEGY 2019-2023 AND YOUTH STRATEGY ACTION PLAN

It is recorded that Cr Silver and Cr Athanasopoulos vacated the Chamber at 8:56pm.

Moved: Cr Sztrajt**Seconded: Cr Cade**

That Council endorses the release of the draft *Youth Strategy 2019 -2023* and draft *Youth Strategy Action Plan 2019-2020* for public exhibition for a period of 28 days commencing 10th April 2019.

It is recorded that Cr Silver entered the Chamber at 8:57pm.

It is recorded that Cr Athanasopoulos entered the Chamber at 8:59pm.

It is recorded that Cr Esakoff vacated the Chamber at 8:59pm and re-entered at 9.04pm.

CARRIED UNANIMOUSLY

9.7 LEASE 6 AILEEN AVENUE, CAULFIELD SOUTH

Moved: Cr Delahunty**Seconded: Cr Davey**

That Council:

1. Having undertaken the Statutory Procedures set out in the Council Resolution of 5 February 2019 authorises officers to finalise the terms of a new residential lease for 6 Aileen Avenue, Caulfield South, being the land contained in certificate of title volume 5656 folio 133; and
2. Executes the lease in an appropriate manner by affixing the Council seal if required.

CARRIED UNANIMOUSLY

9.8 FINANCIAL MANAGEMENT REPORT FOR THE PERIOD ENDING 28 FEBRUARY 2019

Moved: Cr Delahunty**Seconded: Cr Magee**

That Council notes the Financial Management Report for the period ending 28 February 2019.

CARRIED UNANIMOUSLY

10. URGENT BUSINESS

There were no items of urgent business submitted to the meeting.

11. ORDINARY BUSINESS**11.1 Requests for reports from Officers****11.1.1 Interim Female Friendly Facilities at Lord Reserve****Moved: Cr Magee****Seconded: Cr Esakoff**

That Council calls for a report on the options for providing interim female friendly facilities for sporting teams at Lord Reserve including using existing facilities or installing temporary buildings.

CARRIED UNANIMOUSLY

11.2 Right of reply - NIL

11.3 Councillor questions

Cr Silver question to Ron Torres - Director Planning and Place – Have Your Say Glen Eira website – Inkerman Road Safe Cycling Corridor,

We have extended Expressions of Interest for the Community Reference Group. It has been brought to my attention that the Inkerman Rd Safe Cycling Corridor phase one survey actually closed on the 1 April and I was wondering whether or not officers would be prepared to reopen that, for the same period of time that we have for the Expressions of Interest.

Mr Torres - As we heard earlier in the night the community consultation period has been extended and to that end the Have Your Say page for the Inkerman project is still up and running, alive and well. The survey that we conducted was a very targeted one with specific questions and yes that's correct, we have closed it. We've had a terrific response to our survey, 876 responses. Given the closure of that survey, it was a distinct phase in our consultation, we've opened an open forum for community feedback and that's clearly shown in the Have Your Say page saying, there is still an opportunity for further feedback and there is a tab at the bottom that you can click on and I see that it has already started that feedback, so we are genuinely still seeking further comments on this project.

Cr Hyams to CEO Ms McKenzie – On the \$23 million surplus. How can that be spent or what restrictions are there on how that can be spent?

Ms McKenzie – The budget surplus in the accounts is directed towards Council's Capital Works Program. Council sets its budget on an annual basis, as you are aware and forecasts a number of commitments across the 10 years of the Strategic Resourcing Plan as well, so Council will be considering its Capital Works Program for the next year and the SRP in the next few weeks or so, so that will be an opportunity for Council to have an influence over how our Capital Works Program moving forward is spent and what the priorities are.

11.4 Public questions to Council

Questions were received from George Kacser, Ronnie Figdor and Rochelle Butt for this Council meeting. The above submitters were not present in the Chamber at this stage of the meeting and in accordance with the Local Law their questions were not read at the meeting. A letter will be sent to the submitters including their questions and the responses.

1. Gary Mallin – Caulfield North

1. What are the reasons for delaying by some two months the naming of the community reference group for the proposed Inkerman cycle corridor?
2. What criteria will be used to select the members and what weighting will each criteria have?

Response:

1. Due to the level of community interest and Council's recent request for report which analyses alternative protected bicycle corridors to the Inkerman Road protected bicycle corridor, we have extended the current stage of community consultation until the end of May 2019. The Community Reference Group expression of interest has also been extended to be open throughout this period.

The Community Reference Group will now be appointed in early June with a meeting scheduled to occur shortly after.

2. Community members will be chosen to ensure a diverse mix of ages, backgrounds, experiences and skills are represented within the group.

In selecting community members, Council will seek to ensure the group includes :

- a broad community representation (age, gender, cultural groups);
- a diversity of perspectives (residents, users); and
- a mix of skills, knowledge and experience.

I assure you that affected residents will be well represented on the group.

2. Robyn Lenga – Caulfield North

1. If the eventual Inkerman cycling corridor plans include reduction on restrictions of on street parking, will the council ensure that all applications to create or expand off street parking are approved?
2. Will you allow residents to put crossings into their properties from Inkerman Rd?

Response

1. At this stage, there has been no detailed exploration or decision on what design treatment is best suited for Inkerman Road. Regardless, any development applications will be considered under the standard planning application process, which considers parking alongside of a range of other criteria.
 2. Any application to create new vehicle crossovers on Inkerman Road will be considered under the standard town planning application process.
-

3. Simone Zmood – Caulfield North

Please provide more details on the safety and crash analysis data for Inkerman included in the Project Context document including:

- (1) explain the legend on map
- (2) explain what constitutes a Serious vs Other injury
- (3) provide details for each incident: - date of accident - day - time - location - type of crash - who was involved: motorist, cyclist, pedestrian - type of incident: car dooring of cyclist, motorist turning right into side-street hits cyclist, cyclist hits pedestrian - degree of injury.
- (4) How will a separated bicycle path reduce each type of accident? (Please relate to order of frequency of various types of accidents over last five years.)

Response

1. & 2. The safety and crash analysis map in the *Inkerman Road Safe Cycling Corridor Pilot Project Context Booklet* presents all reported accidents on Inkerman Road in the last 5 years. A reported crash is any crash reported to Victoria Police. The legend in the map refers to the following:

- ‘*Serious*’ injuries capture any injury that required admission to hospital.
- ‘*Other*’ indicated a reported crash with no admission to hospital.
- ‘*Non-Vulnerable*’ refers to accidents involving only vehicles.

This data only captures reported crashes to Victoria Police, which is typically an under-representation of the total number of crashes on the corridor.

3. & 4. At this stage, there has been no detailed exploration or decision on what design treatment is best suited for Inkerman Road.

Council is yet to conduct an analysis of the crash data to the level of detail required to address your question, but will further analyse Inkerman Road's recorded crash history when considering a design for the safe cycling corridor.

4. Herschel Landes – Caulfield North

I refer to Council's important initiatives to shape an active transport network in Glen Eira that will benefit the whole of the community. The public debate as you are no doubt aware has become quite toxic and I am hearing from residents that it is tearing the community apart. In my observation, it is a conversation marked with mis-information, aggression and harassment. All constituents have a right to feel that decisions will be made in the collective best interests based on those things that ought to be taken into account. This process needs to be informative, consultative and transparent.

Will Council now bring about, as a matter of urgency, a process to facilitate public forums and committees to assist the public better understand the Council's plans and objectives and the challenges and opportunities associated with those plans?

Response

Council shares your views regarding decision making being informative, consultative and transparent.

Last year, Council adopted a *Community Engagement Strategy*, demonstrating our commitment to hear and respond to the community's ideas, input and feedback. The *Strategy* outlines how we will engage with the community to strengthen relationships and build a better understanding of community needs and views, to help us make informed and transparent decisions.

In relation to our transport projects, Council has a Strategic Transport Advisory Committee for officers and Councillors to work more closely with community members. An engagement plan is also developed for all strategic transport projects.

With regard to the Inkerman Road Safe Cycling Corridor, project specific consultation and engagement includes three stages of community consultation. While the final format of the engagement plan is still being resolved, it is likely to include surveys, on-line forums, face to face pop-ups, and targeted consultation sessions with various user, community and residents groups. A Community Reference Group is also being established.

We are committed to continuing to find better ways to help the public better understand, shape and engage with our objectives, challenges and opportunities. The feedback received to date will help inform our future approach.

5. Susan Nolle – Caulfield

1. In a letter to Council, dated March 28th, I asked why protracted dealings with Vic Roads, regarding a dangerous, overgrown roundabout at the entrance to the MRC tunnel at Booran Road, had been left in the hands of Parks and Gardens staff - since January when the first complaint was received - for a three month period during which ongoing complaints were received. Council's answer was, "Parks and Gardens department were aware that the roundabout was the responsibility of VicRoads and therefore following the receipt of a number of community complaints regarding the state of the roundabout, council officers on several occasions requested VicRoads to undertake the necessary works." I also asked the manager of traffic in Glen Eira: "Was your department alerted to this traffic hazard at any time before my contacting a traffic engineer last week?" Council did not answer this question. I request an answer.
2. Why was a traffic hazard at a roundabout in Glen Eira, reported to Council by concerned members of the public on numerous occasions over a three month period, not reported to traffic engineers by Parks and Gardens staff, who simply continued to send emails to Vic Roads while the dangerous conditions at the roundabout increased ?

Response

1. No – the matter was dealt with by the Parks and Gardens Department, however they followed the same protocol that would have been followed by the Traffic Engineering Department had the issue been referred to them.
2. The delay in resolving the matter was certainly unfortunate, however as has already been outlined to you previously, the condition of the roundabout is VicRoads responsibility and was reported to them by Council officers through their customer service call centre. Follow up letters were also sent to VicRoads.

Council cannot undertake any actions on a VicRoads asset without their approval. Pleasingly, VicRoads has since completed the mowing of the roundabout of Neerim Road between Kambrook Road and Booran Road.

While we do not believe that our Traffic Engineering Department would have achieved a different outcome, given the delays in achieving a resolution on this matter we have reviewed our escalation processes to ensure that future safety issues involving external agencies are resolved more promptly.

12. CONSIDERATION OF IN CAMERA ITEMS**Moved: Cr Delahunty****Seconded: Cr Davey**

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

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

12.1 Amendment to Autumn Street Sweeping Schedule*Local Government Act 1989 - Section 89(2) (d)***CARRIED UNANIMOUSLY**

The Mayor thanked the members of the gallery for coming to the meeting and advised that after consideration of the confidential item the meeting will be closed.

12.1 AMENDMENT TO AUTUMN STREET SWEEPING SCHEDULE

Moved: Cr Silver

Seconded: Cr Delahunty

That Council:

1. endorses the variation to Contract 2015025 Provision of Street Cleansing Services for the following 17 streets:
 - a) Dunbar Avenue, Caulfield North
 - b) Gibson Street, Caulfield East
 - c) Duke Street, Caulfield South
 - d) Downshire Road, Elsternwick
 - e) Bruce Court, Elsternwick
 - f) Lempriere Avenue, St Kilda East
 - g) Elizabeth Street, Elsternwick
 - h) Yanakie Crescent, Caulfield North
 - i) Walsh Street, Ormond
 - j) Payne Street, Caulfield North
 - k) Spring Road, Caulfield South
 - l) Bealiba Road, Caulfield South
 - m) Dunoon Street, Murrumbeena
 - n) Tudor Street, Bentleigh East
 - o) Norville Street, Bentleigh East
 - p) Mawby Road, Bentleigh East
 - q) Shanahan Crescent, McKinnon

to be swept fortnightly during the term of the autumn sweeping schedule;
and

2. makes this resolution available to the public.

CARRIED UNANIMOUSLY

13. CLOSURE OF MEETING

The meeting closed at 9.40pm.

Confirmed this 30 day of April 2019

Chairperson.....